





UICC LIBRARY

AUG - 5 1975

DOCUMENTS

TWENTY-SIXTH ANNUAL REPORT

UICC LIBRARY

OF THE

AUG - 5 1975

DOCUMENTS

RAILROAD AND WAREHOUSE COMMISSION

OF ILLINOIS.

RAILROADS, FOR THE YEAR ENDING JUNE 30, 1896
GRAIN INSPECTION DEPARTMENT, OCTOBER 31, 1896
OFFICE EXPENSES, DECEMBER 1, 1896.

COMMISSIONERS:

W. S. CANTRELL, BOSTON, *Chairman*

THOMAS GAHAN, CHICAGO

GEO. F. HAYES

J. W. YANTIS, SPRINGFIELD, *Secretary*, D. R. LEVY, ST. LOUIS

EDWARD S. GIBSON

DWIGHT C. MORGAN, *Consulting Engineer*

SPRINGFIELD, ILL.
PHILLIPS BROS., STATE PRINTERS.
1897.

REPORT OF THE COMMISSION.

OFFICE OF RAILROAD AND WAREHOUSE COMMISSION,
SPRINGFIELD, ILL., Dec. 1, 1896.

To the HON. JOHN P. ALTGELD, Governor of Illinois:

In compliance with the act creating this Board we respectfully submit herewith the Twenty-sixth Annual Report of the Railroad and Warehouse Commission of the State of Illinois, and the last report of the present Commission.

This report being the fourth that has been submitted to your Excellency by this Board of Commissioners, it seems proper at this time to make some reference in the nature of a review of the matters which have come before us and of the results that have been obtained through our official action.

During our term of office many questions have arisen, some of which have involved conditions and principles of vital importance as affecting the relations between the railroad companies and the people. Reference should also be made to those cases in which the statutes have given the Commission a quasi-judicial function in the settlement of controversies existing between the railroad companies themselves.

Generally speaking we have found the statutes ample for the prompt determination of most cases coming before the Board, and in arriving at a decision in all matters, whether between the railroad companies and the people or between the railroad companies themselves in the determination of all questions that have been presented to us we have taken an equitable view instead of giving the law a strict technical interpretation. That such a course is necessary only needs as a support the fact that physical, commercial and financial conditions vary in each case and being, as a rule, local in cause and effect, the assumption that a particular decision may be accepted as a precedent common to all cases of a similar nature, if applied, would in many instances, work great injustice and hardship, the ultimate result of which would be the setting at defiance of those interests whose friendly relations are essential to the best results.

We have endeavored, as far as possible, to comply with the law providing for the examination of the physical condition of the railroads and have personally examined with care every line of railway in operation within the State. Regarded as a whole the roads are maintained in very good condition, some of them in the construction

and maintenance of roadway and equipment and in the service rendered to the public, presenting the highest degree of perfection attainable. Viewed from an individual standpoint we found a few lines in the State representing theories of economy in construction, maintenance and equipment and in the safety and comfort they are expected to provide for the public, far below the necessities.

In such instances we have sought to have the conditions remedied, but the powers of the Board relative to enforcing improvements to roadway, structures and equipment wherein the public safety is imperiled, are so crippled and ineffective by the present circuitous provisions of the statutes that the prompt execution of even the gravest necessities are impossible.

Dependent upon the judicial department of the State for enforcing needed repairs, much time is lost when it is most essential that practical results should be accomplished without delay.

Reference was made to this in our report for 1893 with a recommendation that further legislation is needed in order that the commissioners may more promptly dispose of cases of this character. The Legislature has not yet seen fit to act upon it but we are of the belief, made more forcible by practical example, that the suggestion set forth in our report of that year and here referred to, is of much importance and should be enacted into law without awaiting some disastrous result as a guarantee of its necessity.

One of the most important cases that has occupied the attention of the Commission was brought before the Board by the citizens of Benton, Franklin county, and other towns and villages on the line of the Eldorado division of the St. Louis, Alton & Terre Haute Railroad Company alleging insufficient passenger train service. This case was heard by the Commission early in January, 1894, and an order was issued directing the railroad company to place in service on its line a passenger train. Compliance with this order was refused by the railroad company, and a petition for writ of mandamus was filed in the circuit court of Franklin county; a jury was waived and the case submitted to the court and a judgment was rendered in favor of the railroad company. An appeal was prosecuted to the Supreme Court and in January, 1895, the decision was handed down by the Supreme Court reversing the trial court with direction to award the writ of mandamus. The decision of the Supreme Court sustaining the action of the Commission is a forcible illustration of that principle of law, now generally recognized, that railroads, though constructed and owned by private corporations, are public highways in the operation of which reasonable facilities may be expected. It is insisted by counsel for railroad companies that the opinion rendered by the court is too broad and far-reaching, but when it is taken into consideration that in nearly all cases involving the character of the service rendered to the public, the desires of the people are largely identical with the interests of the railroad companies, the effect cannot be anything but local, based upon the reasonableness of any similar cause and wholly ineffective, except where there can be found justification, either before the Commission or in the courts.

In our report for 1894 reference is made to the petition filed with the Commission, signed by a large number of Chicago merchants, charging in effect that the railroads centering in Chicago were discriminating against them in this: that traffic within the States of Ohio, Indiana, Michigan and other states east of the State of Illinois and between all points in said states and all points in the State of Illinois, is governed by the official classification, which as a rule is a lower classification than are the Illinois or western classifications applying on local shipments, and the merchants of Chicago are thereby subjected to unjust discrimination in the classification of their shipments, in addition to the discrimination in the rates, in competition with merchants in adjoining states, and asking for such revision in our classification and schedule of rates as will place them on an equal footing with their competitors outside of the State.

Much time and consideration was given to this subject, all evidence, suggestions and arguments offered at the numerous meetings held were carefully investigated, with the result that the charges complained of were found to exist.

The inability of the contending parties to reach a satisfactory agreement necessitated on the part of the Commission the readjusting of the classification and schedule of maximum rates so as to overcome the difficulties complained of.

Realizing how much these two great contending interests have contributed to the growth, development and prosperity of the State, it was our desire to effect a solution of so difficult and complex a question upon a basis of fairness and justice to each, for no more effective method could be employed to cripple our most vital interests than to deny to the one or the other the right and power to protect itself against unreasonable demands.

In the great development of the commercial and industrial forces of the State intense competition has brought all relations into immediate touch which in itself exercises restraint upon transportation charges. If rates are low they have merely adjusted themselves to that well established principle of political economy—competition lessens value. It does not necessarily follow, however, that low rates are reasonable rates, for oftentimes the transportation charges are found to be below the actual cost of the service rendered, and rates may therefore be unreasonably low as well as unreasonably high.

The adjustment of rates is largely dependent upon local conditions which, even within the boundaries of our own commonwealth, present factors that upon investigation become very difficult of solution. The establishing of a uniform schedule of maximum rates as low as some of the rates that are naturally brought into effect by the keen competition existing among some of our important systems would be disastrous to many other railroad companies whose lines traverse our State.

The limit of the power of the Commission in reaching a determination upon this important question is that the rates prescribed in our maximum tariffs must be reasonable rates. They cannot be fixed in such a manner or on such a scale as to deprive the railroad corpora-

tion of a reasonable profit on its invested capital, while other invested capital is permitted to receive such return. Such a policy would at once involve the principle of the right to equal protection under the laws.

Competition may be looked to as a safeguard against extortionate charges and it does prove effective where not unduly restricted, but it affords no protection against discrimination which was largely the basis of the complaint brought before the Board and which it sought to remedy by a revision of the classification and schedule of rates. As our schedules now stand we believe they apply with greater equity than heretofore and have very much lessened the gravest of rate evils—discrimination.

The many intricacies of the subject and the constantly changing conditions which give rise to inequalities and injustices to both the shipper and the carrier will doubtless require from time to time such modifications as may be necessary to adjust those differences which in a greater or less degree affect the peaceful relations between the transportation companies and the people.

In our report for 1895, marking the first quarter century since the act creating a Board of Railroad and Warehouse Commissioners in Illinois became effective, we saw fit to make a historical review of the efforts of the people of the State to bring themselves into just and equitable relations with the railroad companies.

The wonderful development that has taken place in the period referred to, during which time conditions and contests involving fundamental principles, arose for determination, formed an almost inexhaustible topic for discussion.

In entering upon the subject we sought to bring out only the most salient features, showing how prodigious have been the results obtained, and incident thereto we were very forcibly impressed with the effect that has been produced by the continuous operation of some of our laws bearing upon railroad corporations.

In the determination of cases arising under the laws governing grade crossings and their equipment with safety appliances, in which the Commission acts in a quasi judicial capacity, we have been impressed with the importance of these statutes as affecting the public safety, uniformly involved, to a greater or less degree, in all grade crossings of railways. The advantages derived to the public and to the railroad companies are now so generally understood that great progress has been made in installing devices of this character.

This development has been largely voluntary, comparatively few cases having been brought before the Commission for determination.

For the information of the general public our Consulting Engineer, in his report for last year, took up the question of grade crossings and interlocking devices, discussing the practical workings of the laws, setting forth the varied conditions arising in each case, and which have a bearing in equitably adjusting the differences between the railroad companies.

Ever since these statutes have been effective, objections from time to time have been raised regarding the interpretation placed upon them by the Commission, but we are satisfied that such complaints are based wholly upon the pecuniary effects of the decision to the one company or the other, invariably the defendant in a contested case, in which the important question of the public safety has been entirely lost sight of. The apportioning of the relative cost of constructing, maintaining and operating interlocking devices, which has to be borne by the respective companies whose tracks are involved in any grade crossing, is an important matter in which all factors must be fairly considered.

The principal objections raised seem to be, first, regarding the necessity of protecting any crossing, and second, the relative benefits that will accrue to the respective companies as a result of protecting the crossing.

As to the first objection. By giving to the Commission the authority to compel the protection of grade crossings the law recognizes the fact that crossings of this character are dangerous to the public and in all contested cases before the Board the petitioner has prayed for the protection of the crossing upon the ground that public safety demands and makes it necessary. Our personal observation and investigation of the conditions existing in each case clearly demonstrated the necessity of the appliances and of the protection sought, and that the main point of contention between the companies was the expense of the appliances.

Regarding the second objection. The relative benefits that accrue to the respective companies as a result of protecting the crossing is not a matter to which the Commission can give controlling weight in the apportionment of the cost. This is a natural condition incident to the enforcement of the law but ulterior to its intent and purpose. The apportioning of the cost of construction and maintenance of these appliances is as a rule unimportant when compared with the fixed charges of operation after the plant is installed, and it is upon the division of this expense that the principle objection has been made.

An equal division of this expense seems to be the only just and equitable basis, for the reason that each company whose tracks are involved should share equally in the cost of operating appliances designed and erected at crossings for the purpose of protecting the public safety. An unequal division would imply that one company was more interested in protecting the public than the other, whereas they should be equally interested.

The laws now in force upon this subject are effective and sufficiently flexible to cover the diversified conditions found to exist. Their usefulness will become more apparent each year and with the work but fairly under way they will continue in a still greater degree to very materially aid the development of this important safeguard to life and property.

In closing this report we desire to return our thanks to your Excellency for the many courtesies shown us during our official relations. If our work has been satisfactory to your Excellency we feel gratified; if the results of our labors have been equitable and just to all interests we shall at least feel that we have accomplished something.

And now that our official family will soon be broken up we cannot refrain from returning our sincere thanks to our able, pleasant and efficient secretary, Mr. J. W. Yantis, who has done so much toward whatever success we may have achieved, and to our assistant secretary, Mr. D. R. Levy, for the honest, earnest and proficient service he has rendered us, we are profoundly grateful.

Respectfully submitted,

W. S. CANTRELL.
THOMAS GAHAN.
GEO. W. FITHIAN.

FINANCIAL STATEMENT

OFFICE FUND.

Unexpended appropriation December 1, 1895.....		\$3,442 62
Appropriation ending June 30, 1897.....		4,000 00
Total.....		<u>\$7,442 62</u>
Expended—		
Secretary's salary.....	\$1,500 00	
Messenger's salary.....	720 00	
Postage.....	290 00	
Express, freight and drayage.....	179 16	
Telegraph.....	62 95	
Telephone.....	48 00	
Periodicals, stationery and supplies.....	92 13	
Ice.....	50 00	
Extra clerk hire.....	80 00	
Towel supplies.....	14 40	
Printing.....	220 05	
Total.....		<u>3,152 69</u>
Unexpended balance December 1, 1896.....		<u>\$4,289 93</u>

SUITS AND INVESTIGATIONS.

Unexpended appropriation December 1, 1895.....		3,481 80
Appropriation for year ending June 30, 1897.....		4,900 00
Total.....		<u>\$7,481 80</u>
Expended—		
Suits, investigations, costs and expenses.....	\$2,220 48	
Clerk hire and stenographer's fees.....	1,549 50	
Total.....		<u>3,788 98</u>
Unexpended balance December 1, 1896.....		<u>\$3,692 82</u>

RAILROAD MAPS.

Unexpended appropriation December 1, 1895.....		1,200 00
Appropriation for year ending June 30, 1897.....		1,200 00
Total.....		<u>\$2,400 00</u>
Expended—		
Rand, McNally & Co., new maps.....		1,200 00
Unexpended balance December 1, 1896.....		<u>\$1,200 00</u>

SCHEDULES AND CLASSIFICATIONS.

Unexpended balance December 1, 1895.....		1,000 00
Expended—		
Mailing schedules and supplements.....		150 00
Unexpended balance December 1, 1896.....		<u>\$850 00</u>

Financial Statement—Concluded.

CONSULTING ENGINEER.	
Unexpended balance December 1, 1895.....	1,750 00
Appropriation for year ending June 30, 1897.....	3,000 00
Total	\$4,750 00
Expended—	
Consulting Engineer's salary.....	3,000 00
Unexpended balance December 1, 1896	\$1,750 00
FURNITURE FUND.	
Unexpended balance December 1, 1895.....	500 00
Expended—	
O. W. Richardson & Co.....	\$169 43
Barkley & Lax	329 75
Total	498 88
Unexpended balance December 1, 1896.....	\$61 12

REPORT OF
DWIGHT C. MORGAN,

*Consulting Engineer of the Railroad and Warehouse Commission
of Illinois.*

DECEMBER 1, 1896.

REPORT OF CONSULTING ENGINEER.

DWIGHT, ILL., December 1, 1896.

Hon. William S. Cantrell, Chairman; Hon. Thomas Gahan, Hon. George W. Fithian, Railroad and Warehouse Commissioners of the State of Illinois:

GENTLEMEN:—I have the honor to submit herewith my report relating to the matters over which you have given me charge for the year ending December 1, 1896.

As has been customary each year, I accompanied the members of the Commission during last July and August on their annual tour of examination into the physical condition of the railways within the State. As a result of the inspection made, no material changes in the general character of the construction and maintenance of the roads was observed, and, therefore, you did not deem it necessary for me to report to you formally and in detail with reference to each line examined. In those instances where it has come to the knowledge of the Commission, either by personal observation or by complaint, that, through faulty construction, or lack of proper maintenance in roadway, structures and equipment, the public safety has been imperiled, in pursuance to your instructions I have investigated in detail and reported to the Board formally in all cases of this character.

In regard to the work done by the railroad companies in equipping their grade intersections of other lines with interlocking and signaling appliances, there have been constructed during the year thirteen new devices, the largest of which required ninety-five working levers concentrated in the tower to operate the outlying functions of the device. Eight plants that were built and placed in operation prior to December 1, 1895, have been reconstructed and enlarged to provide for more extensive track arrangements which it was found expedient to have controlled from the interlocking tower.

There are now constructed and in operation under authority of the Commission, one hundred and twenty-five separate installments of interlocking appliances at grade crossings and junctions and three installments for which no authority to run the crossing has been granted, for the reason that in those instances the devices are incomplete and do not afford proper protection to life and property. The details of each device will be found in the appended table of crossings equipped.

Correct plans of each plant, also correspondence relating thereto, and formal reports upon the character of the devices installed, are on file in the office of the Commission. The failure of some of the railroad companies to report changes in the arrangement of tracks or alterations in the mechanical parts of interlocking plants has occasioned some difficulty in maintaining the files in the office in perfect and accurate condition. In order to be of value for reference the plans must in each case represent the actual conditions. Although under the provisions of the permit such changes revoke the authority granted by the Commission, yet no notice has been taken of this fact and the companies have continued to run trains over the crossings without stopping until attention was called to the fact that it was illegal. I have advised the Commission of all such instances that you might enforce proper observance of the laws. Continual vigilance in this matter has been necessary, and, with one exception, has proven an effective means of requiring of the railroad

companies that the movement of trains over interlocked crossings must be legally done under seal of the Commission or the stop in accordance with the original grade crossing act must be observed.

The case to which reference is made is that of the Jacksonville, Louisville & St. Louis Railway crossing the Chicago & Alton Railroad at Jacksonville, in which the former company is responsible for certain changes made in the plant. No notice of the work was given to the Commission and only by indirect means was the nature of the alterations which had been made, ascertained. The matter was at once taken up with the General Manager of the Jacksonville, Louisville & St. Louis Railway Company, and upon receipt of full information from him I went to Jacksonville and inspected the appliance. In a formal letter I found it necessary to condemn the plant as unsafe and unfit for service. All correspondence relating thereto is on file in the office of the Commission, and in the interest of public safety trains should be required to stop at this crossing until the device shall have been remedied so as to provide suitable safety to life and property.

During the eight years since the first Interlocking Act in Illinois became effective the progress made in equipping grade crossings with safety appliances has been rapid, and in the main the work has been voluntarily done by the railroad companies, comparatively few cases having come before the Commission for adjustment.

The development in interlocking, particularly in the last four years, can be more readily seen by comparing it with the preceding period of four years as deduced from the appended table of devices now in service. From 1889 to 1893 there had been installed at grade crossings in Illinois sixty-five plants, with a total of one thousand and fifty-seven working levers. From 1893 to 1897, sixty-three new plants have been added to the equipment, with a total of two thousand and eighteen working levers.

The two periods do not differ materially in the number of plants that have been erected, but with regard to the number of levers that have been required, it shows that the average working capacity of the machines has increased during the last four years just two fold. Several important factors have been productive of this result. First, experience and increasing knowledge of the usefulness of the appliances has shown that broader and more complete applications enable greater safety and facility in handling traffic; and, second, the amount of work performed by each lever has been decreased; more levers and lighter work to be performed by them gives a higher degree of efficiency, adds to the life of the machine, and is therefore more economical in the long run.

The one hundred and twenty-eight installments now in service, representing three thousand and seventy-five working levers, is a gratifying record of work already done, but when the great number of unprotected grade crossings within the State is taken into consideration, and it is assumed that interlocking affords the most practical solution for overcoming the evils of intersections at the same level, then the task is but fairly undertaken.

In the period of the construction of interlocking devices in Illinois, to which reference has been made, mention should also be made of the wonderful development in the character of the devices employed. The railroad companies have been prompt in availing themselves of all improvements that afford a higher degree of safety and efficiency, likewise the State has made them obligatory, and to-day the standard appliances for protecting grade crossings as required under rules of the Commission governing their construction, calls for the highest type of device that can at this time be produced from years of experience and study in designing and constructing signaling appliances.

The frequent alterations and betterments in the mechanism of the devices, and more advanced ideas in the methods of signaling trains, has necessitated from time to time modifications and amendments to the interlocking rules of the Commission in order to take advantage of more modern appliances and conform more closely to modern practice in the art of signaling. Many

examples of improvement in the character of the devices and manner of signaling train movements might be given. One or two illustrations will, however, serve to show the radical change which has taken place.

Among the first of the mechanical appliances installed in the State was the "Hambay" wheel machine. Grouped in the tower a system of interlocked wheels, similar in size and appearance to the ordinary pilot wheel, were manipulated by the towerman to operate the outlying functions of the device. This arrangement was soon followed by the "horizontal" lever machine, in which the movement of the levers through an arc of 180 degrees operated the functions. Later development placed the levers, when home, nearly upright, or perpendicular, and by modifications in the lead out and other details and the adoption of pipe in place of wire connections, the arc of lever motion was reduced to about 25 degrees. Through this arrangement the mechanism is simplified, the space required for the machine condensed, and the facility with which the device can be operated greatly improved upon. This has become the standard design for mechanical machines.

The system of signals employed in governing train movements has, like the devices themselves, been evolved. Where four or five routes diverged from or near a common point, it was customary to place on the main mast a signal to represent and govern each of the routes, the top or highest signal displayed always governing the main line track. As many as five signals on one mast were not uncommon.

In modern practice this has been entirely done away with, and only in special cases can there be found justification for more than two signals being displayed from a single mast. The reasons for this modification are, first, all movements into diverging routes are slow, consequently they are not attended with great danger; and, second, in plants where the track arrangements are complicated the towerman must be advised by the trainmen of the particular route desired, and, this being the custom where switching movements are made, the lower and second signal covers all the necessities.

It can be seen from these illustrations that, in order to properly perform the function of supervision by the State, the Rules and Requirements of the Commission must conform to those methods which represent advancement both in the character of the devices and the manner in which they find the highest standard of application.

With this end in view, in conjunction with a committee representing the railroads, of which Mr. John F. Wallace, chief engineer of the Illinois Central Railroad, was chairman, the rules were revised and submitted to the Commission for approval. Since their adoption, November 1, 1893, no controversies regarding a proper interpretation of their meaning have arisen. Every reasonable precaution which it was found would add to the safety of the appliances is provided for, and the rules now governing interlocking work have been uniformly enforced in all instances.

While some hardships to the railroad companies have doubtless resulted from a uniform enforcement of the rules, yet I believe that, as a whole, it has been productive of a higher standard of work. In most cases, however, the ready compliance of the companies to the provisions now in effect and to any suggestions on the part of the State which seemed to be of mutual advantage, has indicated very clearly that the main object sought is to have the devices designed and constructed in accordance with the best practice, that they may give adequate protection to life and property and afford a greater degree of facility in the operation of the roads.

Although conforming to modern practice in interlocking work, the present rules of the Commission do not represent a permanent standard or a final determination in the scope of State supervision. The constantly changing conditions will, through experience, skill and ingenuity, continue to advance this partially developed and highly important branch of modern railroading, and only by constant and careful observation of the inequalities arising from the practical workings of the laws and rules can the most beneficial results be attained.

Thus far it may be said that the eight years of State supervision of grade crossings and their protection with interlocking and signaling appliances, as provided under the existing statutes, has been a period of organization and adaptation. Close investigation of the rapidly changing condition in the appliances and methods employed has been essential that the benefits which it is intended should flow from the statutory provisions, might not be impaired by unreasonable regulations.

The progress made offers sufficient evidence of the wisdom of the law from which it seems clear that, so far as they are now applicable, the various conditions arising for consideration may be equitably adjusted. The immediate effect of increasing the factors of safety at grade crossings has been of great value and importance both to the public and the railroad companies, but the points from which advantages are now derived do not cover the entire field over which it seems to me to be expedient that the State should exercise control, or has the results already attained been altogether unattended by elements of evil.

The most important matter which has come under my observation during the last four years and to which I desire to call your attention as affecting the public safety does not now come clearly within the purview of the existing grade crossing laws.

In the city of Chicago especially, and in other cities throughout the State the numerous crossings of street railways with steam railroads have proven a most fruitful source of accidents involving both loss of life and damage to property.

Of the perils attending travel on railways in this commonwealth there are none, which in my apprehension, are as serious both in their character and extent as the one here pointed out.

Impossible to anticipate the remarkable development that has taken place in street railway transportation facilities or the revolution in the character of power employed, it may be said that the conditions now existing have crept in almost unawares. Later frequent casualties have emphasized the imminent danger so necessary of remedy.

No clearly defined authority is now reposed in the commission which enables it to regulate the manner in which the intersection of a street railway and a steam railroad shall be made or the appliances which shall be installed to provide safety to the public.

Street car companies derive their revenues almost exclusively from the conduct of passenger business, but in reaching out and connecting communities it is not altogether improbable that the future will see them engaged, to some extent at least, in general transportation business. The United States mails are already handled upon their lines, and there seems no good reason why they should not also be amenable to laws designed to protect the public welfare.

Whatever development may take place in time to come, the first and imperative duty incumbent upon them is to provide for the protection of life against danger from whatever source and if voluntary methods are not adopted it is the prerogative of the State to enact such measures as will require that safeguards shall be provided.

Some very dangerous crossings of this character in the city of Chicago have been equipped with safety appliances, but this has been voluntarily done, in which the State has performed no function and nearly the entire burden of the cost has fallen upon the companies whose lines are operated by steam as a motive power, the street car companies not having shown a willingness to share equitably in the expense.

Being creatures of special ordinances in cities it has been maintained that their traffic is a part of the traffic of a public highway for which the railroad company whose line intersects the street must provide the measure of safety. On the other hand street railway companies are incorporated under the general law and are in the true sense public carriers.

There is a difference of opinion regarding the legal status of crossings of this character that will not find crystallization so long as no authority is clearly implied in the law. Although it was held by the board in the case of the Chicago & Alton Railroad vs. Alton Railway and Illuminating Company, that the jurisdiction of the commission extended over crossings of this character, it cannot be relied upon that the precedent set in this case will work out the necessary reforms until tested by the courts. In any event and so long as the laws stand as now, it is not likely that an exercise of authority by the commission will be carried to a point where the results so necessary to the public welfare will be attained, or is it probable that upon the present inequitable basis in the apportionment of the expense involved, that voluntary progress will be rapid.

Without questioning the decision of the commission in this case it nevertheless seems desirable that the statutes should be amended so as to read clear and precise, leaving no ground upon which the jurisdiction of the commission can be made the subject for review by the courts.

The lamentable record of fatal accidents at intersection of steam and street railways admonishes the necessity of a wider scope in the grade crossing laws of the State that the introduction of effective safeguards may not be delayed and that in all cases an equitable adjustment of the items of expense may be insured.

By so doing the State of Illinois will not set a precedent, but will follow in the footsteps of some of the older commonwealths already deriving benefits from regulations of this character, which our development at this time justifies and a progressive spirit must inspire.

The other matters to which I desire to call your attention are capable of being remedied by amendment to the rules and requirements of the Commission.

As now in force the rules governing the construction of interlocking devices at grade crossings afford to the railroad companies a basis and guide to the measure of protection to be provided, the character of the construction and the standard of workmanship that is necessary to obtain authority to operate the plant.

When the device is examined it is new, perfect in all its adjustments and parts and affords the protection required by statute. The authority sought to run the crossing is granted under seal of the Commission and therein ends the function of State until the system, as provided by statute, "shall, by experience, prove to be unsafe or impracticable."

The highly important feature of maintaining these devices in safe operating condition is left to the railroad companies. In the majority of cases the natural interest manifested by them can be relied upon, but not in all, and on numerous occasions I have taken exception to the low standard of maintenance observed on some of the roads, which can only be ascertained by personal investigation.

The maintaining of these appliances in sound condition and good adjustment regulates the degree of safety with which they may be operated.

Were the provisions of the permit regarding the speed of trains over equipped crossings conformed to, less danger in poorly maintained plants would exist, but the rapid speed of trains over such crossings increases the dangers found in plants maintained at a low standard and introduces at all interlocked crossings new dangers which must be remedied.

It has recently been demonstrated on some important lines that the location of the derailling point three hundred feet from the crossing is not sufficient for high speed routes, as the term "high speed" is interpreted by engineers. Heavy passenger and freight trains have been derailed three hundred feet from the crossing, and the resistance offered by the derailment has not been sufficient to overcome the momentum of the train until it had mounted the tracks of the opposing line. Such conditions could not exist if trains approached "under control," as provided in the permit, but the impossibility of enforcing slower movements renders the theory that three hun-

dred feet is sufficient, quite unsuitable in practice, and as the conditions incident to practice should be the governing element in establishing safeguards, an amendment to the rules of the Commission requiring derails on high speed routes of important lines to be placed not less than four hundred feet from the crossing would provide a higher degree of safety, and this amendment is recommended.

A change in the rules to this effect should not be retroactive as affecting plants now in service or those which shall, in the future, be reconstructed and enlarged, unless it shall be voluntarily done. This is necessary in order that no undue hardships may be inflicted upon the railroad companies, for, as a rule, they are prompt in adopting, for their own protection, such measures as the necessities require.

At the present time no special reports are filed with the Commission regarding interlocking devices that are now in service. I believe the filing of monthly statements relative to the condition of each plant, accidents resulting from failures in the apparatus and a record of derailments that take place, would enable the Board to better judge of the fitness of each appliance that is in operation under authority of the Commission and keep in closer touch with the standard of maintenance observed, which, as the development takes place, will become very essential to the best results. The records kept by the railroad companies contain all this information, and if proper forms were sent out it would occasion but very little trouble and expense to them to conform to a ruling to this effect.

The increasing knowledge of the importance of signaling appliances as producing safety, facility and economy, has given place to a new department in railroading that has rapidly risen in importance and which today form an indispensable feature to perfect and complete organization.

The creating of the Signal Department in charge of experts whose knowledge of the details of the various appliances and ability to provide methods that will overcome unsafe conditions and afford greater efficiency and economy has been largely instrumental in developing the policy of many of the railroad companies to more effectively and completely equip their lines with signals.

This department has also been of incalculable advantage in regard to the character of the devices installed, their proper maintenance and the enforcement of discipline among employees intrusted with the immediate operation of the devices.

The detailed information in the possession of these experts and their continual observation of the capabilities of signaling appliances has had largely to do with the high standard of perfection that has been attained through their recommendations for the adoption of all improvements that have increased the factors of safety and produced economies.

The authority given to Signal Engineers on the several roads varies as do the policies of the companies but in general, greater weight and recognition is gradually being given to the functions performed by this department. As progress is made the important duties of the Signal Department will lead to still greater development in signal work. This is foretold by the progressive spirit manifested in the past and which in the future can be guided to a still higher plane by the good judgment of those intrusted with the work.

Many important matters in signaling are not yet determined upon as affording the best results. Standards of construction are not uniform; night signals are not uniform in the system of colors employed; the distant signal offers some objectionable features, also many questions of detail are all matters for consideration.

An exchange of ideas on these important features of signaling will doubtless in time work out the most feasible solution to those which seem to perplex, and to this end the organization in the city of Chicago of the Railway Signaling Club, credit must be given for its efforts towards adopting standards of construction and greater uniformity in signal practice.

A great field is open to the deliberations of the members of this organization and it is to be hoped that with a complete knowledge of signaling appliances, of those safeguards that are essential to the proper protection of life and property, and of the economies which can be attained by the careful consideration of all factors, will lead to the adoption of such methods and standards as represent the highest degree of efficiency.

In conclusion, those elements which are conducive of the best results must obtain. Higher standards in construction, a more perfect system of maintenance and a wider field in the application of the devices, for which the foundation has but just been laid, should receive every encouragement that is productive of advancement in the art of signaling and to this end the exercise of the function performed by State may be made highly useful and important by means of which the spirit of progress may be fostered and assistance offered to the attainment of those results of the future so apparent and necessary to the proper protection of life and property and to true economy in the operation of railways.

DWIGHT C. MORGAN,

Consulting Engineer.

CROSSINGS EQUIPPED WITH INTERLOCKING SIGNALING DEVICES.

Location.	Crossing of	Date of Issue of Permit.	No. of working levers.	Total lever capacity.	By Whom Erected.	Remarks.
Turner Junction.	E. J. & E. C. & N. W.	February	3	3	Union S. & S. Co.	Wheel machine.
Joliet.	E. J. & E. Mich. Cent.	27, 1880	10	10	..	..
Rockford.	C. & I. Ill. Cent.	27, 1880	12	12	..	..
Mazon Bridge.	C. & A. E. J. & E.	27, 1880	18	18	..	..
Washington H.	C. St. L. & P. C. R. I. & P.	27, 1880	10	10	..	..
Perru	C. R. I. & P. C. B. & Q.	..	1	1	..	Wheel machine.
Hedgewisch.	Mich. Cent. S. C. & S.	April	1	1	..	..
Harrington.	C. & N. W. E. J. & E.	May	1	1	..	..
Clybourn Junction.	C. & N. W. C. M. & St. P.	September	13	13	..	..
Grayland.	C. & N. W. C. M. & St. P.	January	32	32	..	..
Lefflon.	C. & N. W. C. M. & St. P.	..	19	19	..	..
Coal City.	Wis. Cent. E. J. & E.	..	6	6	..	..
Blue Island.	E. J. & E. C. & A. C. S. P. & C.	..	9	9	National S. & S. Co.	..
Johnston.	C. & C. T. C. & G. T.	March	7	7	Union S. & S. Co.	..
Colona.	C. R. I. & P. C. B. & Q.	..	6	6	..	..
Summit.	C. & C. T. C. & A.	April	6	6	..	..
Dwight.	C. & A. L. I. & T.	..	6	6	..	..
Bridgeport.	C. & A. A. T. & S. F. Ill. Cent.	..	36	36	..	..
Gardner.	C. & A. K. & S.	May	6	6	..	..
Galva.	C. B. & Q. R. I. & P.	..	16	16	..	..
Jacksonville Junction.	C. & A. J. S. E.	May	16	16	..	..
Tower Hill.	C. C. C. & St. L. O. & M.	November	7	7	..	..
South Englewood.	C. R. I. & P. Junction.	December	12	12	..	..
Pacific Junction.	Two divisions of the C. M. & St. P.	February	51	51	..	..
Cabnet River.	Draw bridge, Mich. Cent.	March	17	17	..	..
Glen Carbon.	St. L. & E. T. St. L. & K. C.	May	7	7	..	..
61st St., Englewood.	Junction of C. R. I. & P. L. S. & M. S.	July	6	6	Lake Shore & M. S.	..
South Aurora.	E. J. & E. C. B. & Q.	September	11	11	Union S. & S. Co.	..
Ottawa.	C. R. I. & P. C. B. & Q.	October	20	20	..	..
Waukegan.	C. & N. W. E. J. & E.	November	18	18	..	..
Hawthorne.	C. & W. I. Ill. Cent.	..	15	15	..	..
Chicago, 40th St.	C. R. I. & P. L. S. & M. S. — U. S. V. T. Co.	February	25	25	Johnson R. R. S. Co.	..
Thornton Junction.	C. & E. I. C. & M.	May	44	44	Union S. & S. Co.	..
Taylorville.	Wabash O. & A.	June	15	15	..	..
Cabnet River.	C. & E. I. draw bridge.	..	7	7	..	..
Kansas.	C. C. C. & St. L. C. & O. R.	September	17	17	C. C. C. & St. L. R.	..

Corwith	C. & A.—A., T. & S. F	September 13, 1892	37	Union S. & S. Co.
95th St., Chicago	C. R. I. & P., junction of its lines.	13, 1892	37	..
Illinois River	Draw Bridge near Pearl, C. & A	17, 1892	37	..
Princetonville	A., T. & S. F.—R. I. & P	17, 1892	15	National S. & S. Co.
Hoopeston	C. & E., I.—L. E. & W	18, 1892	22	Johnson R. R. S. Co.
Springfield Junction	Wabash—C. & A.	18, 1892	20	National S. & S. Co.
Paris	C. C., C. & St. L.—T. H. & P	18, 1892	27	C. C., C. & St. L. Ry
East Kingston	C. M. & St. P.—C. & N. W	30, 1892	11	Union S. & S. Co.
Chicago River Draw	Chicago Terminus of C. & N. P	30, 1892	18	..
Le Moyne	C. & W. I.—C. & I.—A., T. & S. F	30, 1892	21	..
Pullton Junction	C. & N. W.—C. M. & St. P	30, 1892	11	..
Mt. Vernon	T. & M. V.—L. & N	30, 1892	10	Johnson R. R. S. Co.
Montrose	C. & N. W.—C. M. & St. P	30, 1892	18	Union S. & S. Co.
Bloom	C. & E., I.—Mich. Cent	31, 1892	4	..
Paducah Junction	E. J. & E.—C. & E. I	31, 1892	4	..
29th St., Chicago	C. & A.—Wabash—Ill. Cent	17, 1893	34	National S. & S. Co.
Burnham	C. & N. P.—U. S. Y. Draw Bridge	13, 1893	23	24 Union S. & S. Co.
Windsor	C. & W. I.—S. C. & S.	20, 1893	20	New
Crugin	C. C., C. & St. L.—Wabash	Issued	24	..
Washington H	C. M. & St. P.—C. C. & N. W	5, 1893	19	..
Marshall	C. R. I. & P.—P. C. C. & St. L.	5, 1893	27	..
71st St., Chicago	Vanadia Lane—C. C., C. & St. L.	13, 1893	11	National S. & S. Co.
Sheldon	C. C. & St. L.—T. P. & W	17, 1893	21	Discontinued
Diering	C. M. & St. P.—C. & N. W. Draw	22, 1893	10	New
Jacksonville	C. A. J. S. F.—Wabash	22, 1893	36	Pneumatic—new
Grand Rapids	C. N. W.—Wis. Cent.	22, 1893	14	..
Matteson	C. W. & C. L. S. & M. S.	22, 1893	40	..
Madison	Ill. Cent.—Mich. Cent	23, 1893	14	Discontinued
Auburn Junction	Ill. Cent.—E. J. & E. I	23, 1893	10	New
Alvan	C. & W. I.—Wabash—T. S. Y. T. Co.	29, 1893	12	..
Normal	C. & E. I.—Ill. Cent.	Issued	4	1890—remodeled
Litchfield	C. C. & St. L.—J. S. E.—St. L. & C.—Wabash.	29, 1893	42	Johnson R. R. S. Co.
Farmouth	C. C., C. & St. L.—C. & E. I	5, 1893	16	1889—
Monroe	Wabash—C. & E. I	22, 1893	25	..
Watseka	C. & E. I.—L. & I	25, 1893	48	National S. & S. Co.
Weldon	C. & E. I.—T. P. & W	25, 1893	10	Union S. & S. Co.
47th St., Chicago	Ill. Cent.—Terminal	5, 1893	30	..
Hammond Junction	C. & W. I.—L. N. A. & C.—C. & Erie	12, 1893	24	Johnson R. R. S. Co.
South Elmhurst	C. & W. I.—C. & E. I	23, 1893	89	28 Union S. & S. Co.
Harvey	Ill. Cent.—C. & C. F.—C. & G. T	30, 1893	32	1890—remodeled
Londont	C. M. & St. P.—E. J. & E	30, 1893	20	New
Kankakee Bridge	Ill. Cent.—Gaudet Track	18, 1893	68	Johnson R. R. S. Co.
Curran	St. L. C. & St. P.—Wabash	6, 1894	16	16 Johnson R. R. S. Co.
121st St., Chicago	P. C. C. & St. L.—Ill. Cent.	14, 1894	10	12 National S. & S. Co.
Chicago Ridge	C. C. T.—Wabash	14, 1894	17	16 Union S. & S. Co.
79th St., Chicago	C. & N. P.—P. C., C. & St. L.—Wabash—Belt	14, 1894	6	Remodeled
			8	..
			132	Johnson R. R. S. Co. New

Crossings Equipped with Interlocking Signaling Devices—Concluded.

Location.	Crossing of	Date of issue of Permit.	No. of working levers	Total lever capacity.	By Whom Erected.	Remarks.
McCook, 75th st., Chicago.	A. T. & S. F.—C. & N. P.	May 26, 1894.	10	16	Union S. & S. Co.	New.
Nashville.	C. R. I. & P.—C. & W. I.	August 9, 1894.	54	60	"	Remodeled.
Calumet Park.	L. & N.—C. & C.	29, 1894.	8	20	"	New.
State Line.	C. C. & St. L.—Mich. Cent.	October 6, 1894.	22	28	"	"
	C. & W. I.—Wabash.	"	16	16	"	"
	C. & W. I.—N. A. & C.	22, 1894.	16	16	"	"
Granite City.	C. & A. C.—C. & St. L.	November 14, 1894.	62	68	Johnson R. R. S. Co.	"
Salem.	Wabash—St. L. M. T.—St. L., C. & St. P.	March 27, 1895.	6	12	National S. & S. Co.	"
Alhambra.	C. T. & E.—B. & O. S. W.	May 21, 1895.	8	8	P. Ft. W. & C.	"
Calumet River.	C. P. & W. & C. Draw Bridge.	June 1, 1895.	24	12	Johnson R. R. S. Co.	"
Mr. Vernon.	C. P. & E.—L. E. & St. L.—L. & N.	July 8, 1895.	11	41	"	Remodeled.
Kimberly.	C. P. & M.—Ill. Cent.	"	49	52	P. C. C. & St. L.	"
Beverly Junction.	B. & O.—P. C. C. & St. L.—C. R. I. & P.	"	6	12	Union S. & S. Co.	New.
Kensington.	Ill. Cent.—C. & E. I.	23, 1895.	6	12	"	"
Milan.	R. I. & P. Draw Bridge.	23, 1895.	10	12	"	"
Litchfield.	C. P. & St. L.—Wabash.	August 28, 1895.	68	68	"	Reconstructed.
Ash, st., Chicago.	A. T. & S. F.—Ill. Cent.—U. S. Y. Co.—C. & N. P.	September 4, 1895.	25	32	National S. & S. Co.	New.
Rockwell st., Chicago.	P. C. C. & St. L.	25, 1895.	25	32	"	"
Robey st., Chicago.	C. & N. W. diverging lines.	8, 1895.	54	60	"	"
Marshallfield av., Chicago.	Met. W. S. Elevated diverging lines.	8, 1895.	58	61	"	"
Canal st., Chicago.	"	"	32	40	Union S. & S. Co.	"
Ford st., Chicago.	"	"	10	12	National S. & S. Co.	"
Springfield.	C. & W. I.—E. C.	November 21, 1895.	96	96	"	Remodeled.
67th st., Chicago.	Ill. Cent. diverging lines.	"	78	80	"	New.
43d st., Chicago.	Ill. Cent.—Mich. Cent.	"	28	32	"	"
Cardinalale.	Ill. Cent.—C. & T.	December 11, 1895.	16	16	Johnson R. R. S. Co.	Remodeled.
Springfield.	Ill. Cent.—C. P. & St. L.—B. & O. S. W.	"	20	20	Union S. & S. Co.	New.
St. Elmo.	Vandalia—C. P. & M.	January 31, 1896.	63	60	"	"
Franklin Park.	C. M. & St. P.—Wis. Cent.	"	33	36	National S. & S. Co.	"
West 46th st., Chicago.	C. & N. P.—C. & W. I.	February 13, 1896.	60	76	Union S. & S. Co.	Remodeled.
Paxton.	Ill. Cent.—L. E. & W.	"	36	36	"	New.
49th st., Chicago.	C. & N. P.—P. C. C. & St. L.—C. & G. T.	March 5, 1896.	24	28	"	"
Litchfield.	Wabash—C. P. & St. L.—J. L. & St. L.—St. L. & E.	"	36	36	"	"
Greenup.	Vandalia—P. D. & E.	31, 1896.	24	28	"	"

Riverdale.....	Ill. Cent.—P. C., C. & St. L.—C. & C. T.	May	15, 1896.....	70	Union S. & S. Co..... New	129
Peoria Junction.....	L. E. & W.—P. & P. U.	June	30, 1896.....	25	National S. & S. Co.....	58
Calmet Draw.....	L. E. & W.—P. & P. U.	July	18, 1896.....	8	Union S. & S. Co.....	8
Peoria.....	L. E. & W.—P. T.—Draw Bridge.		27, 1896.....	30	National S. & S. Co..... Remodeled	32
Shaulding.....	C. & N. W.—C. & St. P.	October	10, 1896.....	12	Union S. & S. Co.....	16
Fox River E.....	C. & N. W.—C. & St. P.	November	4, 1896.....	20	..	20
St. Anne.....	C. & E. I.—C. & St. L.		4, 1896.....	20	..	29
Edgewood.....	Ill. Cent.—B. & O. S. W.	December	15, 1896.....	18	Taylor Signal Co..... New—Electric	18
Burnside.....	Ill. Cent.—C. & R. T. & P.—C. & W. I.		15, 1896.....	95	Union S. & S. Co..... Remodeled	144
Alton.....	C. & A.—C. C., C. & St. L.—A. T.	"	15, 1896.....	15	..	24

TABLES.

TABULATED STATISTICS

Attention is called to the following statistical tables, which give information on the following subjects, to-wit:

Table	I.....	Classification of Railroads and Mileage.....
Table	II.....	Railway Capital at the Close of the Year ending June 30, 1895.....
Table	III.....	Income Account, Entire Line.....
Table	IV.....	Earnings and Income in Illinois.....
Table	V.....	General Expenditures in Illinois.....
Table	VI.....	Passenger and Freight Traffic in Illinois.....
Table	VII.....	Classified Freight Traffic in Illinois.....
Table	VIII.....	Employes and Salaries in Illinois, Entire Line.....
Table	IX.....	Average Daily Compensation of Employes in Illinois.....
Table	X.....	Description of Equipment, Entire Line.....
Table	XI.....	Rails, Ties, Ballast, Bridges, etc., in Illinois.....
Table	XII.....	Consumption of Fuel by Locomotives in Illinois.....
Table	XIII.....	Accidents in Illinois.....
Table	XIV.....	Taxes paid in Illinois in 1894, 1895 and 1896.....

COMPARATIVE TABLES.

I TO XIV INCLUSIVE.

"A."

TABLE I. CLASSIFICATION OF RAILROADS AND MILEAGE.

The railroad mileage in this State on June 30, 1896, was as follows:

	Miles.	Miles.
Main line and branches.....	10,544.21	
Second, third, fourth and additional tracks.....	1,395.13	
Yard tracks, sidings, etc.....	3,985.60	
Total		15,924.94

"B."

The following is a comparison with the mileage for the year ending June 30, 1895:

	Main Line.	Second, third and fourth tracks.	Sidings, etc.	Total.
1895.....	10,471.93	1,364.17	3,806.75	15,642.85
1896.....	10,544.21	1,395.13	3,985.60	15,924.94
Increase.....	72.28	30.96	178.85	282.09
Per cent. of increase.....	.69	2.29	4.69	2.56

Illinois still leads all the states in the Union in the total railway constructed and in operation, having 10,544.21 miles—19.02 miles of road per 100 square miles of territory and 36.4 miles of road per 10,000 inhabitants.

TABLE II. RAILWAY CAPITAL AT THE CLOSE OF THE YEAR ENDED JUNE 30, 1896.

The railway capital of the roads doing business in the State of Illinois is as follows:

Capital stock.....	\$1,215,850,289	
Funded debt.....	1,356,779,248	
Current liabilities.....	96,444,605	
Total.....		\$2,669,164,142
Capital stock per mile of road.....	\$30,659	
Funded debt per mile of road.....	34,463	
Current liabilities per mile of road.....	2,434	
Total		\$67,556

An examination of this table shows that the proportion of capital stock to the total railway capital is 45.55 per cent., the proportion of funded debt to total railway capital is 50.83 per cent., and the proportion of current liabilities to the total railway capital is 3.62 per cent.

The increase in total railway capital as compared with last year is \$403,-460,973.

This extraordinary increase is due to the fact that the A., T. & S. F. R. R. Co. has this year shown the capital stock for its entire line (\$395,967,517) as compared with amount shown for lines in Illinois last year (\$51,839,959).

TABLE III. INCOME ACCOUNT—ENTIRE LINE.

The following statistics are gathered from this table:

Gross earnings from operations.....	\$314,249,987
Operating expenses.....	207,615,648
Income from operation.....	106,634,339
Total income from other sources.....	13,849,757
Total income.....	120,484,076
Expenses assignable to fixed charges.....	91,441,477
Net income (50 roads).....	29,042,599
Net deficit (30 roads).....	3,118,362

Nineteen operating and five leased or subsidiary lines paid dividends during the year amounting to \$22,409,418.

In 1895 sixteen operating and nine leased or subsidiary lines paid dividends amounting to \$22,462,176.

The dividends during the year ending June 30, 1896, show a decrease of \$52,758, or 0.24 per cent.

Name of Company.	1895.	Percent on Com- mon Stock	Percent on Pref. Stock.
Belt Railway of Chicago.....	\$18,000	1.5	.....
Chicago & Alton.....	1,778,446	8	8
Joliet & Chicago.....	105,000	7	.....
Chicago & Eastern Illinois.....	289,842	.....	6
Chicago & Western Indiana.....	375,000	7.5	.....
Chicago & Northwestern.....	3,125,546	4	7
Chicago, Burlington & Quincy.....	3,485,115	1 6/10 1 1/4 and 3 6/10 1	.....
Chicago, Milwaukee & St. Paul.....	1,369,989	1	3.5
Chicago, Rock Island & Pacific.....	1,153,895	2 1/2	.....
Peoria & Bureau Valley.....	120,000	8	.....
Cleveland, Cincinnati, Chicago & St. Louis.....	500,000	.....	5
Illinois Central.....	2,500,000	5	.....
Lake Erie & Western.....	392,000	.....	5
Lake Shore & Michigan Southern.....	3,021,340	6	10
LaSalle & Bureau County.....	2,500	5	.....
Michigan Central.....	749,524	4	.....
Joliet & Northern Indiana.....	24,000	8	.....
St. Louis & Cairo.....	16,250	1	.....
Pittsburgh, Ft. Wayne & Chicago.....	2,701,838	7	7
Pittsburgh, Cincinnati, Chicago & St. Louis.....	1,937	.....	13
Rock Island & Peoria.....	75,000	5	.....
Bellefonte & Southern Illinois.....	95,625	.....	7 1/2
St. Louis Southern.....	13,800	3	.....
St. Louis Bridge.....	239,100	.....	6 and 3
St. Louis, Vandalia & Terre Haute.....	108,129	.....	7
Total.....	\$22,462,176	.....	.....

Name of Company.	1896.	Per cent. on Common Stock.	Per cent. on Preferred Stock.
Belt Railway of Chicago.....	\$51,000	4½	.....
Chicago & Alton.....	1,778,448	8	8
Chicago & Eastern Illinois.....	289,842	.....	6
Chicago & Western Indiana.....	300,000	6	.....
Chicago & North-western.....	3,517,058	7	5
Chicago, Burlington & Quincy.....	3,280,169	4	.....
Chicago, Milwaukee & St. Paul.....	3,227,131	7	3
Chicago, Rock Island & Pacific.....	923,116	2	.....
Peoria & Bureau Valley.....	120,000	2	.....
Cleveland, Cincinnati, Chicago & St. Louis.....	500,000	5	.....
Illinois Central.....	2,562,500	.....	5
Indiana, Decatur & Western.....	13,680	1½	.....
Lake Erie & Western.....	592,000	.....	5
Lake Shore & Michigan Southern.....	53,350	.....	10
LaSalle & Bureau County.....	2,967,900	6	.....
Michigan Central.....	3,000	6	.....
Joliet & Northern Indiana.....	749,520	4	.....
Mobile & Ohio.....	24,000	8	.....
St. Louis & Cairo.....	250,000	.....	5
Peoria & Pekin Union.....	13,000	.....	.....
Pittsburg, Cincinnati, Chicago & St. Louis.....	60,000	6	.....
Rock Island & Peoria.....	455,456	.....	2
St. Louis & Terre Haute.....	150,000	5	.....
Belleville & Southern Illinois.....	39,046	1½	.....
St. Louis Bridge.....	138,643	.....	19
St. Louis, Vandalia & Terre Haute.....	239,400	.....	6 and 3
St. Louis, Vandalia & Terre Haute.....	108,129	.....	7
Total.....	\$22,469,418		

TABLE IV. EARNINGS AND INCOME IN ILLINOIS.

The earnings and income in Illinois are shown in the following:

Passenger department—		
Passenger revenue.....	\$17,921,746	
Mails.....	2,340,451	
Express and extra baggage.....	1,620,263	
Total, including miscellaneous.....		\$22,558,517
Freight department—		
Freight revenue.....	\$49,598,863	
Total, including miscellaneous.....		49,771,234
Other earnings from operation.....		5,828,999
Total earnings from operation.....		\$75,158,750
Income from property owned but not operated.....		5,287,944
Total earnings and income.....		\$80,446,694

The following additional facts are shown in this table:

Revenue per passenger per mile, cents.....	2.395
Passenger earnings per train mile, dollars and cents.....	\$ 8.8614
Proportion of passenger earnings to total earnings, per cent.....	28.25
Revenue per ton of freight per mile, cents.....	1.248
Freight earnings per train mile, dollars and cents.....	\$1.59212
Proportion of freight earnings to total earnings, per cent.....	64.68
Total earnings per train mile, dollars and cents.....	\$1.16527
Proportion of total earnings to total income, per cent.....	93.66
Proportion of income from property owned but not operated to total income, per cent.....	6.34

In arriving at the above averages, per cents., etc., only those roads which have made complete detailed reports are taken into consideration.

In the passenger department these figures show an increase over those of last year of \$1,553,587 or 8.05 per cent.; an increase in the receipts of mails of \$279,639 or 13.58 per cent.; an increase in the receipts from express and extra baggage of \$53,789 or 3.43 per cent.

In the freight department there is an increase of \$4,527,289 or 10.01 per cent.

The receipts from miscellaneous sources of operation show an increase of \$1,829,665 or 46.21 per cent.

The total earnings from operation show an increase over those of last year of \$8,259,648 or 11.81 per cent., and the total earnings on income show an increase over last year of \$7,183,085 or 9.42 per cent.

Year.	Passenger.	Freight.
1893.....	\$23,156,695 00	\$52,312,074 00
1894.....	25,914,078 00	42,572,404 00
1895.....	20,695,823 00	45,243,945 00
1896.....	22,558,517 00	49,771,234 00

TABLE V. GENERAL EXPENDITURES IN ILLINOIS.

The total expenditures for the year in Illinois were \$73,939,483, divided as follows: Operating expenses, \$49,524,677, or 66.89 per cent. of the total, and fixed charges, \$24,414,806, or 33.11 per cent. of the total.

The operating expenses for the year are divided as follows:

	Amount.	Per cent. of total operating expenses.
Maintenance of way and structure	\$10,062,233 74	20.32
Maintenance of equipment	7,311,785 97	14.74
Conducting transportation	29,595,681 80	59.78
General expenses	2,554,975 54	5.16
Total	\$49,524,677 05	100.00

Proportion of operating expenses to operating income is 63.11 per cent.

These figures show an increase over amount of operating expenses of last year of \$1,333,119 or 2.61 per cent.

The following is a comparison of the operating expenses in Illinois for the last four years.

1893.....	\$55,210,762 00
1894.....	47,871,981 00
1895.....	48,191,558 00
1896.....	49,524,677 05

The fixed charges are divided as follows.

Interest.....	\$45,011,658
Rents.....	3,026,653
Taxes.....	4,214,389
Miscellaneous.....	2,162,106
Total	\$24,414,806

TABLE VI. PASSENGER AND FREIGHT TRAFFIC IN FREIGHT.

The table shows the following:

Passenger traffic—	
Number of passengers carried earning revenue.....	65,304,964
Number of passengers carried one mile.....	1,000,341,353
Average distance carried, miles.....	24.59
Average amount received from each passenger, cents.....	.50943
Passenger earnings per mile of road.....	\$2.122
Freight traffic—	
Number of tons carried earning revenue.....	63,776,151
Number of tons carried one mile.....	7,174,397,684
Average distance haul of one ton, miles.....	116.59
Average amount received for each ton, cents.....	.78041
Freight earnings per mile of road.....	\$4.684
Gross earnings from operation per mile of road.....	\$6.806
Expenses per mile of road.....	1.638
Net earnings per mile of road.....	\$2.168

Comparative summary of passenger and freight service for the year ending June 30, 1896, and June 30, 1895.

Item.	1896.	1895.	Increase.	Decrease.
Passengers carried.....	65,304,964	63,485,413	1,819,551	
Passengers carried one mile.....	1,000,341,353	953,737,137	16,604,216	
Passengers carried one mile per mile of line.....	91.873	91.079	3.794	
Tons carried.....	63,776,151	61,846,036	1,929,985	
Tons carried one mile.....	7,174,397,684	6,701,563,851	772,833,833	
Tons carried one mile per mile of line.....	708.877	639.955	68.922	
Passenger train mileage.....	29,420,634	21,011,176	8,409,458	
Average number of passengers in train.....	34	45		11
Average journey per passenger, miles.....	24.59	25.99		1.40
Freight train mileage.....	38,959,466	29,585,857	8,373,609	
Average number of tons in train.....	189	226		37
Average haul per ton, miles.....	116.59	75.85	40.74	

Comparative summary of results deducted from Tables IV, V and VI for the years ending June 30, 1896, 1895, 1894, 1893.

Item.	1896.	1895.	1894.	1893.
Revenue per passenger per mile, cents.....	2.365	2.263	2.312	2.409
Revenue per ton of freight per mile, cents.....	1.248	1.222	1.213	.931
Revenue per train mile, passenger train, cents.....	80.611	78.854	89.044	94.864
Revenue per train mile, freight train, dollars and cents.....	1.59.212	1.52.003	1.46.292	1.61.000
Revenue per train mile, all trains, dollars and cents.....	1.16.527	1.19.309	1.22.112	1.35.468
Percentage of operating expenses to operating income.....	63.11	68.94	78.04	66.56

TABLE VII. CLASSIFIED FREIGHT TRAFFIC IN ILLINOIS.

This table shows that the railroads carried in Illinois during the year 1896, 66,167,670 tons of freight:

	1895. Tons.	1896. Tons.
Products of agriculture.....	10,654,097	10,811,439
Products of animals.....	4,654,422	4,057,268
Products of mines.....	20,501,250	21,314,383
Lumber.....	6,971,957	3,641,783
Merchandise.....	3,633,217	3,138,597
Ice.....	615,663	673,640
Miscellaneous.....	12,185,646	15,016,194
Manufactures.....	3,622,271	7,484,146
Total.....	62,838,523	66,167,670

The above is a classified comparison of the tonnage for the years 1895 and 1896.

TABLE VIII. EMPLOYES AND SALARIES IN ILLINOIS AND ENTIRE LINE.

The total number of employ  s in Illinois for the year, as shown by this table, was 72,246, or about 7 employ  s per mile of road, and their aggregate annual salary was \$40,762,247.20.

The following table shows the division of employ  s:

General officers.....	471
General office clerks.....	2,915
Station agents.....	2,631
Other station men.....	9,750
Enginemen.....	3,115
Firemen.....	3,303
Conductors.....	2,124
Other trainmen.....	4,419
Machinists.....	2,854
Carpenters.....	3,410
Other shopmen.....	8,587
Section foremen.....	2,274
Other trackmen.....	12,008
Switchmen, flagmen and watchmen.....	5,508
Telegraph operators and dispatchers.....	1,844
Employ��s, account floating equipment.....	50
All other employ��s and laborers.....	6,893
Total.....	72,246

On the entire lines of the roads reporting to this Commission, as shown by this table, there were 226,275 employ  s during the year, and their aggregate annual salary was \$121,885,584.01.

TABLE IX. AVERAGE DAILY COMPENSATION OF EMPLOYEES IN ILLINOIS.

The highest and the lowest average daily compensation of the different classes of employes, as taken from the table, is shown in the following:

	Highest daily com- pensation.	Lowest daily com- pensation.
General officers.....	\$39.80	\$1.20
General office clerks.....	3.46	.51
Station agents.....	5.57	.67
Other station men.....	3.28	.66
Enginemen.....	4.62	1.32
Firemen.....	2.48	.99
Conductors.....	3.74	.96
Other trainmen.....	2.74	1.32
Machinists.....	3.27	1.24
Carpenters.....	2.74	1.42
Other shopmen.....	2.36	1.00
Section foremen.....	3.05	1.10
Other trackmen.....	1.86	.79
Switchmen, flagmen and watchmen.....	2.60	1.00
Telegraph operators and dispatchers.....	3.40	1.10
Employes, account floating equipment.....	2.20	1.73
All other employes and laborers.....	2.63	.70

TABLE X. DESCRIPTION OF EQUIPMENT—ENTIRE LINE.

A summary of this table shows the following:

Class of Equipment.	Number.	Number fitted with train brake.	Percent. of total.	Number fitted with automatic coupler.	Percent. of total.
Locomotives—					
Passenger.....	2,499				
Freight.....	5,184				
Switching.....	1,611				
Totals.....	9,263	8,219	.88	4,586	.47
Cars—					
Passenger service.....	7,450	7,270	.97	7,014	.95
Freight service.....	290,262	112,570	.39	127,299	.43
Company's service.....	8,815	2,357	.27	1,182	.14
Fast freight line service.....	6,171	627	.11	1,560	.25
Totals.....	312,698	122,864		137,055	
Total cars and locomotives owned.....	321,961	131,043	.41	138,651	.43
Cars and locomotives leased.....	11,771	5,559	.48	4,863	.43
Total equipment.....	333,732	136,712		143,514	

A comparison of these figures with the figures of last year shows an increase in the number of locomotives of 1897; an increase in number of passenger cars of 460; an increase in number of freight cars of 27,695; an increase in number of cars in company's service of 437; a decrease in number of cars contributed to fast freight line service of 5,223, and a total increase in the number of cars and locomotives owned of 23,369. In the number of cars and locomotives leased decrease of 1,059.

The increase in the number of train brakes and automatic couplers on equipment owned was as follows:

	Number train brakes.	Number automatic couplers.
Locomotives	946	476
Passenger service.....	608	512
Freight service.....	42,404	27,303
Company's service.....	1,870	406
Fast freight line service.....		
Total	44,828	28,697

TABLE XI. RAILS, TIES, BALLAST, BRIDGES, ETC., IN ILLINOIS.

This table shows the following:

Iron rails on road in Illinois, main line and branches—miles.....	405.48
Steel rails on road in Illinois, main line and branches—miles.....	10,095.16
Tons of steel rails relaid during the year.....	58,407.80
Ties relaid during the year.....	36,831.48
Number of stations.....	2,740
Ballast—	
Miles of stone.....	1,529.22
Miles of gravel.....	3,725.52
Miles of cinders.....	989.82
Miles of earth.....	3,775.48
Miles of slag.....	98.84
Miles of sand.....	138.31
Bridges—	
Number of stone.....	1,447
Number of iron.....	1,308
Number of wooden.....	1,880
Number of combination.....	46
Aggregate length in feet.....	321,084.02
Trestles—	
Number.....	17,727
Aggregate length in feet.....	645,430.08
Overhead highway crossings—	
Number of bridges.....	238
Number of conduits.....	6
Number of trestles.....	32
Overhead railway crossings—	
Number of bridges.....	49
Number of conduits.....	1
Number of trestles.....	12
Number of grade highway crossings.....	11,401

TABLE XII. CONSUMPTION OF FUEL BY LOCOMOTIVES IN ILLINOIS.

This table shows the amount of fuel consumed by locomotives, the number of miles run and the average number of pounds consumed per mile.

During the year there were consumed 3,948,119 tons of fuel in running 90,844,545 miles, or an average of 75.21 pounds per mile. The cost of coal at distributing points averaged \$1.26 per ton, and the cost of wood \$1.78 per cord.

TABLE XIII.—ACCIDENTS IN ILLINOIS.

A comparison of the summary of this table with that of last year is as follows:

	1896.		1895.	
	Killed.	Injured.	Killed.	Injured.
Passengers.....	21	104	12	155
Employés.....	173	1,399	175	1,433
Others.....	401	477	410	460
Total.....	595	1,980	627	2,048

The foregoing shows an increase in the number of passengers killed and a decrease in number injured; a decrease in employés killed and injured, and a decrease in number of others killed and an increase in number injured; a decrease in the total number killed of 32, or about 5 per cent., and decrease of number injured of 68, or about 3 per cent.

The causes of accidents are shown in following table:

	Killed.	Injured.
Coupling and uncoupling.....	13	479
Falling from train and engine.....	32	178
Overhead obstructions.....	5	18
Collisions.....	13	35
Derailements.....	27	78
Other train accidents.....	12	50
At highway crossings.....	78	103
At stations.....	84	233
Other causes.....	327	810
Total.....	591	1,984

The foregoing shows a large decrease in the number of killed and injured in all kinds of accidents.

There was one death to every 417 employés, and one injury to every 52 employés in Illinois. Last year there was one death to every 376 employés, and one injury to every 45 employés.

Of the 173 employés killed 13, or about 8 per cent., met their death coupling or uncoupling cars and engines, and of the 1,399 injured 479, or about 34 per cent., were injured in this manner.

TABLE XIV.—TAXES PAID IN ILLINOIS IN 1894, 1895 AND 1896.

A comparison of the amount of taxes paid in Illinois during the last three years is found in this table:

1894.....	\$3,816,327 81
1895.....	4,145,282 45
1896.....	4,706,767 79

STATISTICAL TABLES.

EXPLANATORY NOTES.

In the following statistical tables, the principal operating systems and those which operate on their own account appear in alphabetical order. All subordinate roads are grouped under the roads to which they are leased or otherwise controlled, and are indented.

Chicago, Burlington and Quincy—Illinois earnings, expenses, etc., are unofficial and were estimated by this office at 25 per cent. of the total.

Wabash—Illinois earnings, expenses, etc., are estimates made by company, based on totals for entire line.

SWITCHING ROADS.

Belt Railway of Chicago.
Chicago & Calumet Terminal.
Chicago & Northern Pacific.
East St. Louis & Carondelet.
East St. Louis Connecting.
Englewood Connecting.
Terminal Railroad Association of St. Louis.

Peoria Terminal.
St. Louis, Belleville & Southern.
St. Louis & Peoria.
Chicago Union Transfer.
Union Stock Yards & Transit Company.
Chicago, Lake Shore & Eastern.

STATISTICAL TABLES.

I TO XIV INCLUSIVE.

TABLE I—Classification of Railroads and

1	2	3
NAME OF COMPANY.	DATE OF FILING REPORT, (OPERAT- ING OR FINANCIAL.)	HOW OPERATED.
1 Atchison, Topeka & Santa Fe.....	Nov. 6, 1896 O. & F	A. T. & S. F. R. R. Co.
2 Atchison, Topeka & Santa Fe in Chi.	" O. & F	"
3 Mississippi Railroad Toll Bridge.....	" O. & F	"
4 Baltimore & Ohio.....	"	"
5 Baltimore & Ohio & Chicago.....	Sept. 29, 1896 O. & F	B. & O. R. R. Co.
6 Baltimore & Ohio Southwestern.....	Oct. 22, 1896 O. & F	B. & O. S. W. R. R. Co.
7 Belt Railway of Chicago.....	Aug. 27, 1896 O. & F	Belt Ry Co. of Chicago.
8 Centralia & Chester.....	Dec. 15, 1896 O. & F	Cent. & Chester R. R. Co.
9 Chicago & Alton.....	Sept. 12, 1896 O. & F	C. & A. R. R. Co.
10 Chicago & Joliet.....	Sept. 15, 1896 F	"
11 Mississippi River Bridge.....	"	"
12 Chicago & Calumet Terminal.....	Sept. 1, 1896 O. & F	C. & C. T. Ry Co.
13 Chicago & Eastern Illinois.....	Sept. 2, 1896 O. & F	C. & E. I. R. R. Co.
14 Chicago & Western Indiana.....	Aug. 27, 1896 F	(3).
15 Chicago & Erie.....	Sept. 16, 1896 O. & F	C. & E. R. R. Co.
16 Chicago & Grand Trunk.....	Sept. 2, 1896 O. & F	C. & G. T. Ry Co.
17 Grand Trunk Junction.....	"	"
18 Chicago & Illinois Southern.....	Aug. 1, 1896 O. & F	By Rs. having cars for D. & I.
19 Chicago & Indiana State Line.....	Aug. 22, 1896 O. & F	By all R. R. terminating at Chi
20 Chicago & Northwestern.....	" O. & F	C. & N. W. Ry Co.
21 Chicago & Northern Pacific.....	Aug. 28, 1896 O. & F	C. & N. P. Ry Co.
22 Chicago & South Side Rapid Transit.....	Sept. 12, 1896 O. & F	C. & S. S. R. T. R. R. Co.
23 Chicago & Texas.....	Oct. 30, 1896 O. & F	C. & T. R. R. Co.
24 Chicago, Burlington & Northern.....	Oct. 9, 1896 O. & F	C. B. & N. R. R. Co.
25 Chicago, Burlington & Quincy.....	Sept. 15, 1896 O. & F	C. B. & Q. R. R. Co.
26 Chicago & Iowa.....	"	"
27 Galesburg & Rio.....	"	"
28 Illinois Valley & Northern.....	"	"
29 Illinois Western.....	"	"
30 Quincy, Alton & St. Louis.....	Sept. 15, 1896 F	"
31 St. Louis, Rock Island & Chicago.....	"	"
32 Chicago Great Western.....	Sept. 1, 1896 O. & F	C. Gt. W. Ry Co.
33 Chicago, Lake Shore & Eastern (2).....	Sept. 4, 1896 O. & F	C. L. S. & E. Ry Co.
34 Chicago, Milwaukee & St. Paul.....	Oct. 6, 1896 O. & F	C. M. & St. P. Ry Co.
35 Chicago, Paducah & Memphis.....	Oct. 30, 1896 O. & F	C. P. & M. Ry Co.
36 Chicago, Peoria & St. Louis.....	Nov. 13, 1896 O. & F	C. P. & St. L. R. R. Co. of Ill
37 Chicago, Rock Island & Pacific.....	Sept. 22, 1896 O. & F	C. R. I. & P. Ry Co.
38 Peoria & Bureau Valley.....	Sept. 17, 1896 F	"
39 Chicago Union Transfer.....	Sept. 10, 1896 O. & F	Not operating.
40 Cleveland, Cincinnati, Chicago & St. L.	Sept. 1, 1896 O. & F	C. C. C. & St. L. Ry Co.
41 Kankakee & Seneca.....	"	"
42 Peoria & Eastern.....	"	"
43 DePue, Ladd & Eastern.....	" O. & F	C. B. & Q. to Con. mine.
44 East St. Louis Connecting.....	Sept. 20, 1896 O. & F	St. L. Con. Ry Co.
45 Elgin, Joliet & Eastern.....	Sept. 13, 1896 O. & F	E. J. & E. Ry Co.
46 Fulton County Narrow Gauge.....	Sept. 5, 1896 O. & F	F. C. N. G. Ry Co.

Mileage for year ending June 30, 1896.

4	5	6	7	8	9	10	
LENGTH OF LINE OPERATED—IN MILES.		LENGTH OF LINE OWNED—IN MILES.		Second, third and fourth tracks in Illinois.	Yard tracks, sidings and spurs in Illinois.	New road built during year in Illinois.	
Whole Line.	In Illinois.	Whole Line.	In Illinois.				
1,528.16	294.79	4,429.33	280.42	3.17	131.61		1
		5.20	5.20	3.42	38.62		3
		.61	.51				4
							5
		264.90	8.21	8.12	20.67		6
921.91	375.52	921.91	375.52		73.67		7
21.31	21.31			1.56	35.42		8
66.00	66.00	66.00	66.00		6.53	5.00	9
843.35	580.73	543.53	543.53	67.31	135.77		10
		37.20	37.20	78.80			11
		1.33	.63				12
57.13	36.49	44.46	22.63		4.75		13
521.57	283.23	437.28	260.76	106.06	130.48		14
		48.58	18.58	59.31	81.78	.07	15
289.57	19.99	249.57					16
335.27	30.65	326.50	21.88	17.11	6.24		17
3.90	3.90	3.90	3.90	3.90	19.29		18
		.41	.41		.10		19
		3.04	3.04	3.06			20
5,030.78	593.97	3,782.29	593.97	195.39	333.66		21
45.46	45.46	43.20	43.20	24.79	52.30		22
8.56	8.56	8.56	8.56	10.06	2.14		23
81.70	81.70	75.00	75.00		10.25	(7) 20.00	24
379.77	109.14	347.82	93.52		17.57		25
5,595.58	1,966.93	4,159.12	802.07	203.87	317.62		26
		101.94	101.94		26.66		27
		12.22	12.22		1.12		28
		58.73	58.73		10.21		29
		1.83	1.83		.30		30
		46.11	46.11		4.02		31
		283.70	283.70		59.45		32
931.20	177.97	844.48	152.54		23.16	(7) 5.81	33
220.00	220.00				84.61		34
6,187.92	339.62	6,145.18	317.88	119.52	188.11		35
99.88	99.88	99.88	99.88		8.24		36
234.66	234.66	166.68	166.68		36.40		37
3,571.41	236.07	2,880.70	189.37	197.20	130.16		38
		46.70	46.70		10.70		39
		15.36	15.36	18.06	.11		40
1,850.34	481.79	1,683.99	481.79	1.49	130.28	3.30	41
42.08	42.08	42.08	42.08		6.54		42
350.41	131.86	341.39	122.84		42.06		43
		3.50	3.50				44
6.67	6.67	6.67	6.67	1.51	20.57	.99	45
201.62	166.28	185.34	159.43		56.57		46
61.00	61.00	61.00	61.00		2.40		47

TABLE I.—

1	2	3
NAME OF COMPANY.	DATE OF FILING REPORT. (OPERAT- ING OR FINANCIAL.)	HOW OPERATED.
48 Illinois Central.....	Oct. 16, 1896 O. & F	I. C. R. R. Co.
49 Blue Island.....	Sept. 27, 1896 F	"
50 Chicago, Havana & Western.....	" F	"
51 Chicago, Madison & Northern.....	" F	"
52 Chicago & Springfield.....	" F	"
53 Dunlieth & Dubuque Bridge.....	"	"
54 Kankakee & Southwestern.....	Sept. 27, 1896 F	"
55 Mound City.....	" F	"
56 Rantoul.....	" F	"
57 South Chicago.....	" F	"
58 St. Charles Air Line.....	" F	"
59 Indianapolis, Decatur & Western.....	Nov. 13, 1896 O. & F	I. D. & W. R. R. Co.
60 Indiana, Illinois & Iowa.....	Sept. 1, 1896 O. & F	I. I. & I. R. R. Co.
61 Iowa Central.....	Aug. 19, 1896 O. & F	Iowa Central R. R. Co.
62 Keithsburg Bridge.....	" O. & F	"
63 Jacksonville, Louisville & St. Louis.....	Nov. 18, 1896 O. & F	J. L. & St. L. Ry Co.
64 Litchfield, Carrollton & Western.....	Nov. 13, 1896 O. & F	L. C. & W. R. R. Co.
65 Lake Erie & Western.....	Sept. 20, 1896 O. & F	L. E. & W. R. R. Co.
66 Lake Shore & Michigan Southern.....	Sept. 3, 1896 O. & F	L. S. & M. S. R. R. Co.
67 Lake Street Elevated (3).....	Sept. 1, 1896 O. & F	Lake St. Elevated R. R. Co.
68 LaSalle & Bureau County (4).....	" O. & F	L. S. & B. County R. R. Co.
69 Louisville & Nashville (1).....	"	"
70 Southeast & St. Louis.....	Sept. 29, 1896 O. & F	L. & N. R. R. Co.
71 Louisville, Evansville & St. L. Cons. (9).....	Jan. —, 1897 O. & F	L. E. & St. L. Cons. R. R. Co.
72 Metropolitan West Side Elevated (8).....	Oct. 6, 1896 O. & F	Met. W. S. Elev. R. R. Co.
73 Michigan Central.....	Sept. 1, 1896 O. & F	M. C. R. R. Co.
74 Joliet & Northern Indiana.....	Sept. 9, 1896 F	"
75 Mobile & Ohio (1).....	"	"
76 St. Louis & Cairo.....	Sept. 1, 1896 O. & F	M. & O. R. R. Co.
77 New York, Chicago & St. Louis.....	" O. & F	N. Y. C. & St. L. R. R. Co.
78 Chicago & State Line.....	Sept. 13, 1896 F	"
79 Pawnee.....	Aug. 4, 1896 O. & F	Pawnee R. R. Co.
80 Pennsylvania Co. (1).....	"	"
81 Calumet River.....	Sept. 19, 1896 F	Penn. R. R. Co.
82 Pittsburgh, Ft. Wayne & Chicago.....	Sept. 10, 1896 O. & F	"
83 South Chicago & Southern.....	" O. & F	"
84 Peoria & Pekin Union.....	Aug. 26, 1896 O. & F	P. & P. U. R. R. Co.
85 Peoria, Decatur & Evansville.....	Oct. 2, 1896 O. & F	P. D. & E. Ry Co.
86 Pittsburgh, Cincinnati, Chicago & St. L.	Sept. 10, 1896 O. & F	P. C. C. & St. L. Ry Co.
89 Englewood Connecting.....	" F	"
90 Quincy, Omaha & Kansas City (5).....	Sept. 26, 1896 O. & F	Q. O. & K. C. Ry Co.
91 Rock Island & Peoria.....	Sept. 3, 1896 O. & F	R. I. & P. R. R. Co.
92 St. Louis, Alton & Terre Haute (6).....	Sept. 22, 1896 O. & F	I. C. R. R. Co.
93 Belleville & Carondelet.....	" F	"
94 Belleville & Eldorado.....	" F	"
95 Belleville & Southern Illinois.....	" F	"
96 Chicago, St. Louis & Paducah.....	" F	"
97 St. Louis Southern.....	" F	"
98 Carbondale & Shawneetown.....	" F	"
99 St. Louis, Belleville & Southern.....	Oct. 30, 1896 O. & F	St. L. B. & S. Ry Co.
100 St. Louis, Chicago & St. Paul.....	Oct. 15, 1896 O. & F	St. L. C. & St. P. Ry Co.
101 St. L., Indianapolis & East'n (Op. I. & C. S.).....	Nov. 25, 1896 O. & F	St. L. I. & E. R. R. Co.
102 St. Louis & Eastern.....	Nov. 5, 1896 O. & F	St. L. & E. Ry Co.
103 St. Louis Merchants' Bridge Terminal.....	Sept. 23, 1896 O. & F	St. L. M. B. T. Ry Co.
104 Terminal Railroad Association of St. L.	Sept. 21, 1896 O. & F	T. R. R. Ass'n of St. L.
105 St. Louis Bridge.....	Sept. 10, 1896 F	"
106 Terre Haute & Indianapolis (1).....	"	"
107 St. Louis, Vandalia & Terre Haute.....	Oct. 8, 1896 O. & F	T. H. & I. R. R. Co.
108 Terre Haute & Peoria.....	" O. & F	"
109 East St. Louis & Carondelet.....	" O. & F	"
110 Toledo, Peoria & Western.....	Sept. 1, 1896 O. & F	T. P. & W. Ry Co.
111 Toledo, St. Louis & Kansas City.....	Sept. 20, 1896 O. & F	T. St. L. & K. C. R. R. Co.
112 Union Stock Yards & Transit.....	Aug. 22, 1896 O. & F	U. S. Y. & T. Co.

TABLE I.—

1	2	3
NAME OF COMPANY.	DATE OF FILING REPORT. (OPERAT- ING OR FINANCIAL.)	HOW OPERATED.
113 Wabash.....	Sept. 5, 1896 O. & F.	Wabash R. R. Co.....
114 Wabash, Chester & Western.....	Sept. 22, 1896 O. & F.	W., C. & W. R. Co.....
115 Wisconsin Central Company.....	Sept. 2, 1896 O. & F.	Wis. Cen. R. R. Co.....
116 Chicago & Wisconsin.....		
Totals.....		

(1) Inserted to show relation of following subsidiary lines.

(2) Switching road for Illinois Steel Company, comprised of the Calumet & Blue Island, Chicago & Kenosha, Chicago & Southeastern, Joliet & Blue Island and Milwaukee, Bay View & Chicago railways, with trackage rights over C. & N. W. & I. and C., R. I. & P. railroads.

(3) Operated by the C. & E. I., C. & G. T., Wabash, L., N. A. & C., C. & E., A., T. & S. F., Belt Ry., and E., J. & E. Rys.

(4) Operated by Matheson & Hegeler Zinc Co.

(5) Trackage—So. Ter. Quincy, Ill., to West Quincy, Mo., 4.36 miles.

(6) Owned and operated by Illinois Central R. R. Co.

(7) New line purchased.

(8) Elevated street railroad, all in Chicago, Ill.

(9) Report filed too late for classification.

Concluded.

4	5	6	7	8	9	10
LENGTH OF LINE OPER- ATED—IN MILES.	LENGTH OF LINE OWNED —IN MILES.	Second, third and fourth tracks in Illinois.	Yard tracks, sid- ings and spurs in Illinois.	New road built during year in Illinois.		
Whole Line. In Illinois.	Whole Line. In Illinois.					
1,979.60	731.00	1,594.00	659.60	176.80	113	
64.83	64.83	64.83	61.83	4.79	114	
413.30	65.66	257.24	.10		115	
		57.61	57.61	3.05	8.51	115
			10,544.21	1,395.13	3,985.60	17.88

TABLE II.—*Railway Capital at the close*

1	2	3	4	5	6	7
STOCKS.				FUNDED.		
NAME OF COMPANY.	Amount outstanding Inc.	Amount per mile of line.	Proportion to total railway capital, 100 Vol. 2; Col. 15	Amount outstanding Inc. Vol. 8 + 9 + 10 + 11.	Amount per mile of line.	Proportion to total railway capital, 100 Vol. 5; Col. 15
1 Atchison, Topeka & Santa Fé (2).....	\$233,486,000	826,512	60.21	\$162,346,390	811,177	39.69
5 Baltimore & Ohio (1).....						
6 Baltimore & Ohio & Chicago.....	1,503,450	5,676	6.38	7,744,000	29,234	31.90
7 Baltimore & Ohio Southwestern.....	30,000,000	32,639	39.02	52,021,665	56,761	60.06
8 Belt Railway of Chicago.....	1,200,000	56,312	77.69			
9 Centralia & Chester.....	876,000	12,000	100.00			
10 Chicago & Alton.....	22,230,000	41,001	71.23	8,761,850	10,887	23.71
11 Joliet & Chicago.....	1,500,000	10,323	100.00			
13 Chicago & Calumet.....	5,000,000	112,161	11.62	6,000,000	134,053	51.22
14 Chicago & Eastern Illinois.....	13,594,400	31,089	46.16	18,154,000	41,516	57.56
15 Chicago & Western Indiana.....	5,000,000	102,923	31.63	10,968,667	225,786	62.46
16 Chicago & Erie.....	100,000	101		22,300,000	89,354	98.31
17 Chicago & Grand Trunk.....	6,600,000	20,214	24.61	12,000,000	36,753	47.38
18 Grand Trunk Junction.....	500,000	128,295	10.76	3,872,600	192,821	75.32
19 Chicago & Illinois Southern.....	500	1,220	100.00			
20 Chicago & Indiana State Line.....	200,000	66,000	38.61			
21 Chicago & Northwestern.....	66,318,821	13,342	31.47	131,522,500	26,159	67.14
22 Chicago & Northern Pacific.....	30,000,000	65,362	49.17	29,890,000	65,770	48.92
23 Chicago & South Side Rapid Transit	7,500,000	876,168	44.24	10,500,000	1,226,636	53.60
24 Chicago & Texas.....	2,500,000	23,333	60.39	1,225,000	16,334	29.74
25 Chicago, Burlington & Northern.....	9,853,000	28,328	35.75	12,825,000	36,872	58.28
26 Chicago, Burlington & Quincy.....	82,004,200	14,180	46.11	129,409,900	22,850	51.43
27 Chicago & Iowa.....	1,428,000	11,008	11.65	2,090,000	19,619	58.35
28 Galesburg & Rio.....	240,000	19,613	49.56	243,806	19,951	59.41
29 Illinois Valley & Northern.....	1,500,000	25,539	56.32	1,163,200	19,801	43.68
30 Illinois Western.....	25,000	9,158	100.00			
31 Quincy, Alton & St. Louis.....	970,100	20,925	73.59	840,000	18,119	46.10
32 St. Louis, Rock Island & Chicago.....	3,000,000	10,575	54.54	2,500,000	8,812	45.16
33 Chicago Great Western.....	51,117,707	69,532	91.11	1,030,554	4,772	7.06
34 Chicago, Lake Shore & Eastern.....	650,000	5,103	12.13	2,039,000	15,937	38.27
35 Chicago, Milwaukee & St. Paul.....	72,922,161	11,867	33.26	139,161,000	22,645	64.16
36 Chicago, Paducah & Memphis.....	1,575,000	14,853	31.76	2,183,846	20,594	69.33
37 Chicago, Peoria & St. Louis.....	5,000,000	29,998	17.29	1,931,010	29,584	46.70
38 Chicago, Rock Island & Pacific.....	16,156,000	16,023	13.52	62,712,000	20,175	54.32
39 Peoria & Bureau Valley.....	1,500,000	32,120	100.00			
40 Chicago Union Transfer.....	2,000,000	130,298	100.00			
41 Cleveland, Cin. & Chicago & St. L.....	38,116,332	22,103	11.20	54,696,730	32,088	54.19
42 Kankakee & Seneca.....	10,000	238	.06	650,000	15,177	53.12
43 Peoria & Eastern.....	10,000,000	23,922	12.37	13,603,000	34,516	56.21
44 De Pue, Ladd & Eastern.....	30,000	8,571	100.00			
45 East St. Louis Connecting.....	20,000	2,114	3.42			
46 Elgin, Joliet & Eastern.....	6,000,000	32,373	17.16	6,767,950	33,516	50.42
47 Fulton County Narrow Gauge.....	636,794	10,439	37.11	184,000	7,935	12.12

(1) Inserted to show relation of following subsidiary lines.

(2) Entire lines of A., T., & S. P.

of the year ending June 30, 1896.

8	9	10	11	12	13	14	15	16
DEBT.				OTHER FORMS OF INDEBTEDNESS.		SUMMARY.		
DESIGNATION.				Amount outstanding.	Amount per mile of line.	Proportion to total railway capital. 100 × Col. 12 ÷ Col. 15	Total railway capital. Cols. 2+5+12.	Amount per mile of line. Cols. 3+6+13.
Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.					
\$109,050,050	\$1,568,000	\$51,728,000		\$135,127	\$29	.10	\$395,967,517	\$37,718
7,744,000				10,958,219	41,040	61.72	20,205,669	75,950
33,080,665	191,000	18,750,000		145,903	159	.92	82,167,568	89,559
				115,073	15,400	12.31	1,315,073	61,712
							876,000	12,000
6,694,850	2,067,000			159,903	295	5.06	31,152,353	37,044
							1,500,000	40,323
6,000,000				791,683	17,807	1.16	11,791,683	265,220
18,112,000	42,000			964,053	2,204	2.28	32,712,453	74,809
10,968,667				730,315	15,034	5.91	16,608,982	243,743
12,000,000	300,000	10,000,000		464,975	1,863	1.69	22,864,975	91,617
12,000,000				5,152,468	15,781	28.71	29,752,468	72,749
3,872,000				225,322	57,765	13.92	4,597,322	1,178,791
							500	1,220
				339,276	118,183	61.39	559,276	184,183
72,622,500	32,164,000	26,736,000		4,306,477	866	1.39	202,147,798	40,667
29,839,000				224,639	4,932	1.91	60,123,695	136,694
10,500,000				547,639	63,976	2.16	18,547,639	2,166,780
1,225,000				93,225	1,243	9.87	3,818,225	50,910
11,597,000	1,228,000			1,493,436	4,267	5.97	24,144,436	69,407
94,349,000	35,060,900			4,044,310	714	2.16	215,458,410	58,044
2,000,000							3,428,000	33,627
243,800							483,800	39,597
1,163,200							2,663,200	45,343
							25,000	9,158
840,000							1,810,100	39,044
2,500,000							5,500,000	19,357
2,823,150			\$1,207,404	2,261,288	2,678	1.83	57,409,549	67,982
2,030,000				2,465,007	19,352	49.60	5,145,007	40,391
137,717,000		1,444,000		6,308,769	1,027	2.58	218,392,930	35,539
1,575,000			608,846	284,375	2,682	4.91	4,053,221	38,129
2,438,000		408,040	2,085,000	905,227	5,431	5.01	10,836,267	65,013
53,619,000	9,093,000			2,319,368	802	2.16	111,187,368	37,000
							1,500,000	32,120
							2,000,000	130,208
54,036,730				4,940,448	2,934	4.61	97,393,511	57,835
650,000				580,510	13,793	46.52	1,240,510	29,478
9,603,000		4,000,000		1,257,833	1,808	1.39	24,860,833	70,946
							30,000	8,571
				534,536	65,329	96.58	554,536	67,733
6,633,000				564,453	3,045	2.42	13,332,403	17,934
484,009			134,950	503,046	8,247	20.55	1,623,840	26,621

Table II—

	1	2	3	4	5	6	7
		STOCKS.			FUNDED		
	NAME OF COMPANY.	Amount outstand- ing.....	Amount per mile of line.....	Proportion to total railway capital, 100×Col. 2÷Col. 15	Amount outstand- ing, Cols. 8+9+ 10+11.....	Amount per mile of line.....	Proportion to total railway capital, 100×Col. 5÷Col. 15
48	Illinois Central.....	\$52,500,000	\$32,357	36.14	\$77,504,925	\$47,767	56.42
49	Blue Island.....	25,000	6,313	18.84	100,000	25,253	75.52
50	Chicago, Havana & Western.....	25,000	190	7.08			
51	Chicago, Madison & Northern.....	50,000	216	.85	2,500,000	10,808	42.50
52	Chicago & Springfield.....	25,000	224	96.41	(3)		
54	Kankakee & Southwestern.....	390,000	2,971	86.48	(3)		
56	Rantoul.....	25,000	336	21.14	(3)		
57	South Chicago.....	20,000	4,202	8.13	200,000	42,017	81.30
59	Indianapolis, Decatur & Western.....	1,824,000	11,999	49.14	1,824,000	11,998	49.14
60	Indiana, Illinois & Iowa.....	3,597,800	23,704	63.41	1,856,661	12,232	30.50
61	Iowa Central.....	14,026,691	27,891	70.56	6,330,483	12,588	28.50
62	Keithsburg Bridge.....	600,000	233,463	50.47	591,000	221,961	49.53
63	Jacksonville, Louisville & St. L.....	109,463	974	41.32			
64	Litchfield, Carrollton & Western.....						
65	Lake Erie & Western.....	23,680,000	33,323	62.28	10,875,000	15,304	30.51
66	Lake Shore & Michigan Southern.....	50,000,000	58,497	32.14	44,516,000	39,841	
67	Lake Street Elevated.....	10,000,000	1,443,002	63.91	5,588,500	806,421	29.95
68	LaSalle & Bureau County.....	50,000	7,874	55.43			
69	Louisville & Nashville (1).....						
70	Southeast & St. Louis.....	1,000,000	4,791	13.64	6,500,000	31,139	86.36
71	Louisville, Evansv. & St. L. Con. (4).....						
72	Metropolitan West Side Elevated.....	14,751,500	98,748	49.16	14,849,000	1,005,349	50.84
73	Michigan Central.....	18,738,000	69,382	61.23	10,000,000	37,027	32.71
74	Joliet & Northern Indiana.....	300,000	6,666	27.62	800,000	17,778	69.00
75	Mobile & Ohio (1).....						
76	St. Louis & Cairo.....	6,500,000	10,473	65.81	4,000,000	24,907	33.26
77	New York, Chicago & St. Louis.....	30,000,000	59,530	66.04	19,425,000	38,545	32.50
78	Chicago & State Line.....	1,500,000	150,002	100.00			
79	Pawnee.....	50,000	5,556	47.64	36,000	4,000	36.14
80	Pennsylvania Co. (1).....						
81	Calumet River.....	67,500	15,237	37.52			
82	Pittsburgh, Ft. Wayne & Chicago.....	38,597,686	82,142	76.41	12,410,000	26,410	23.59
83	South Chicago & Southern.....	150,500	14,682	41.27			
84	Peoria & Pekin Union.....	1,000,000	55,127	23.69	2,994,000	161,704	68.41
85	Peoria, Decatur & Evansville.....	8,828,800	28,442	56.33	5,728,728	18,433	35.24
87	Peoria Terminal (3).....						
89	Pittsburgh, Cincinnati, Chicago & St. L.....	47,698,601	43,748	47.16	48,583,810	41,803	47.42
89	Englewood Connecting.....	39,200	12,212	91.41			
90	Quincy, Omaha & Kansas City.....	2,000,000	14,869	56.71	1,750,000	13,010	42.13
91	Rock Island & Peoria.....	1,500,000	12,712	74.91	600,000	5,085	22.61
92	St. Louis, Alton & Terre Haute.....	3,470,800	241,028	52.46	2,500,000	173,611	36.19
93	Belleville & Carondelet.....	500,000	28,902	51.64	485,000	28,034	48.36
94	Belleville & Eldorado.....	1,000,000	19,320	66.14	550,000	10,956	33.86
95	Belleville & Southern Illinois.....	1,622,000	30,000	61.81	998,000	17,695	36.68
96	Chicago, St. Louis & Paducah.....	1,000,000	18,632	33.14	2,000,000	37,383	66.28
97	St. Louis Southern.....	450,000	15,333	30.16	1,056,000	35,200	69.28
98	Carbonade & Shawneetown.....	355,600	20,685	58.78	250,000	14,504	41.22
99	St. Louis, Belleville & Southern.....	500,000	38,461	99.61			
100	St. Louis, Chicago & St. Paul.....	2,000,000	184,000	10.26	1,725,360	15,611	36.14
101	St. Louis, Ind. & East n (Opp. I. & S.).....	740,900	8,232	43.81	931,000	10,345	46.14
102	St. Louis & Eastern.....	300,000	9,055	61.28	188,572	5,630	38.72
103	St. Louis Merchants' Bridge Term'l.....	2,933,500	395,091	33.34	3,500,000	473,430	37.61
104	Terminal R. R. Ass'n of St. Louis.....	1,411,200	1,067,556	9.86	11,500,000	8,518,518	78.98
105	St. Louis Bridge.....	7,920,000	6,549,480	61.04	5,000,000	4,089,361	38.96
106	Terre Haute & Indianapolis (1).....						
107	St. Louis, Vandalia & Terre Haute.....	3,921,058	24,789	46.27	1,499,000	28,421	51.13
108	Terre Haute & Peoria.....	3,761,200	26,070	59.11	2,161,000	14,966	40.02
109	East St. Louis & Carondelet.....	120,000	33,049	74.13	200,000	15,723	28.57
110	Toledo, Peoria & Western.....	4,076,909	17,682	41.29	5,411,836	23,458	51.49

(1) Inserted to show relation of following subsidiary lines.

(2) Entire lines of A., T. & S. F.

(3) Not operating.

(4) Report filed too late for classification.

Continued.

8	9	10	11	12	13	14	15	16
DEBT.				OTHER FORMS OF INDEBTEDNESS.		SUMMARY.		
DESIGNATION.				Amount outstanding.	Amount per mile of line.	Proportion to total railway capital, 100:Col.12×Col.15	Total railway capital, Cols. 2+5+12.	Amount per mile of line, Cols. 3+6+13.
Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.					
\$19,941,000	\$57,557,925			\$11,258,182	\$6,939	7.62	\$141,263,107	\$87,063
100,000				15,593	3,937	5.64	140,593	35,503
				320,652	19,432	92.92	345,052	2,622
2,500,000				3,659,091	15,849	56.67	6,209,091	16,843
				1,408	13	3.39	26,498	237
				77,829	593	13.52	467,839	3,564
				95,677	1,285	78.86	126,677	1,621
200,000				58,489	12,288	10.57	278,489	58,507
1,824,000				55,635	366	.62	3,703,635	24,363
1,300,000	56,661	\$500,000		122,413	807	6.09	5,576,874	36,743
6,330,483				210,646	419	.94	20,567,820	40,808
591,000							1,191,000	463,424
				143,880	1,284	58.68	252,352	2,258
				27,311	330	100.00	27,311	2,550
10,875,000				1,279,830	1,801	7.21	35,834,830	50,428
14,516,000				3,785,078	4,405	...	98,371,078	95,505
5,588,500				1,164,039	167,985	6.11	16,752,539	2,417,407
				6,752	1,063	11.57	56,752	8,467
6,500,000							7,500,000	35,930
11,849,000							29,600,500	2,004,097
10,000,000				1,683,681	6,235	6.06	30,421,681	112,644
800,000				51,208	1,139	3.38	1,151,208	25,583
4,000,000				197,375	1,223	.83	10,697,372	66,603
19,425,000				575,137	1,141	1.16	50,000,137	99,216
36,000							1,500,000	150,602
				20,178	2,242	16.22	106,178	11,780
12,410,000				113,868	27,704	62.48	181,368	10,941
				213,320	20,812	58.63	393,820	35,494
2,994,000				191,468	10,555	7.90	4,185,468	230,386
5,717,076			811,652	1,691,494	5,452	8.43	16,282,022	104,654
48,435,000			148,810	1,950,044	1,547	5.42	98,232,455	90,068
				10,624	4,471	8.59	109,824	46,683
1,750,000				96,384	716	1.16	3,846,383	28,595
600,000				82,098	695	3.48	2,182,098	18,492
2,500,000				805,920	55,967	11.35	6,776,720	479,606
485,000							985,000	56,636
550,000							1,550,000	30,876
398,000							2,690,000	47,695
2,000,000							3,000,000	56,075
550,000		506,000					1,516,000	50,533
250,000							606,000	35,186
				15,980	1,230	.39	515,980	39,691
1,250,000			475,360	1,022,695	9,255	23.60	4,718,655	42,969
931,000				69,361	570	10.05	1,741,261	19,317
182,000			6,572				488,572	11,715
3,500,000				1,504,361	202,200	29.65	7,943,861	1,070,721
11,500,000				1,235,588	959,690	11.16	14,236,788	10,545,761
5,000,000							12,900,000	10,647,541
4,499,000				205,107	1,298	2.60	8,628,435	54,508
2,161,000				110,944	768	.84	6,036,144	41,804
200,000							620,000	48,742
4,845,600	516,836			168,487	731	1.22	9,657,223	41,861

Table II—

1	2	3	4	5	6	7
NAME OF COMPANY.	STOCKS.			FUNDED		
	Amount outstand- ing.....	Amount per mile of line.....	Proportion to total railway capital, 100×Col. 2÷Col. 15	Amount outstand- ing, Cols. 8+9+ 10+11.....	Amount per mile of line.....	Proportion to total railway capital, 100×Col. 5÷Col. 15
111 Toledo, St. Louis & Kansas City....	\$17,055,009	\$37,839	52.81	\$10,000,000	\$22,187	33.46
113 Wabash.....	52,000,000	30,675	38.64	81,534,000	48,097	59.74
114 Wabash, Chester & Western.....	1,250,000	19,281	61.59	690,000	10,643	33.41
115 Wisconsin Central Co.....	14,574,325	13,996	30.46	23,739,281	55,908	63.13
116 Chicago & Wisconsin.....	1,500,000	26,037	50.00	1,500,000	26,037	50.00
Total.....	\$1,215,850,289	\$30,659	45.55	\$1,356,869,248	\$34,463	50.83

Concluded.

8	9	10	11	12	13	14	15	16	
DEBT.				OTHER FORMS OF INDEBTEDNESS.			SUMMARY.		
DESIGNATION.				Amount outstand- ing.	Amount per mile of line.....	Proportion to total railway capital, 100×Col.12÷Col.15	Total railway capital. Cols. 2+5+ 12.	Amount per mile of line. Cols. 3+ 6+13.....	
Bonds.	Miscella- neous obliga- tions.	Income bonds.	Equip- ment trust obli- gations.						
\$9,000,000	\$1,000,000	.....	.....	\$3,059,240	\$6,789	13.73	\$30,114,240	\$66,815	111
\$1,534,000	.....	.....	.....	2,798,846	1,651	1.62	136,332,846	80,423	112
630,000	.....	.....	.....	55,594	798	5.00	1,995,594	30,722	114
12,435,000	3,768,113	.....	\$7,536,168	2,363,952	9,571	6.41	40,677,557	79,475	115
1,100,000	.....	.....	400,000	.....	.....	.....	3,000,000	52,074	116
\$1,085,568,671	\$144,613,775	\$114,072,040	\$12,614,762	\$96,444,605	\$2,434	3.62	\$2,669,164,142	\$67,556	

TABLE III.—Income Account—Whole Line—for Year Ending June 30, 1896.

1	2	3	4	5	6	7	8	9
NAME OF COMPANY.	Gross earnings from operation.	Operating expenses.	Inc'ne from operation. Col. 2—Col. 3	INCOME FROM PROPERTY OWNED.				
				SOURCE OF INCOME.			Total income from property described. Cols. 5+6+7.	Total income. Cols. 4+8.
				Stocks.	Bonds.	Miscellaneous, including rents.		
1 Atchison, Topeka & Santa Fe.....	\$21,210,739	\$15,589,773	\$5,620,966	\$69,700	\$43,927	\$718,442	\$832,069	\$6,453,085
2 Baltimore & Ohio.....	2,862,625	2,170,678	691,947					691,947
3 Baltimore & Ohio Southwestern.....	6,458,365	4,288,325	2,170,070	2,262		7,336	9,598	2,179,688
4 Belt Railway of Chicago.....	683,130	390,246	293,884					293,884
5 Central & Alton.....	49,234	48,931	50,303					50,303
6 Chicago & Alton.....	7,690,925	4,519,887	3,171,039	32,500	220,950	6,971	260,421	3,321,459
7 Chicago & Calumet.....	334,301	193,904	140,397			3,557	3,557	133,954
8 Chicago & Eastern Illinois.....	4,089,501	2,218,261	1,871,240	68,274	5,922	1,151,434	79,706	1,921,006
9 Chicago & Western Indiana.....								1,151,434
10 Chicago & Erie.....	2,641,968	2,373,512	268,456	67,200	3,231	96,973	90,719	393,170
11 Chicago & Grand Trunk.....	3,281,089	2,951,544	330,445		2,746			429,864
12 Grand Trunk Junction.....								103,600
13 Chicago & Indiana State Line.....								103,600
14 Chicago & Northwestern.....	33,967,621	20,932,294	13,065,417	637,078		13,566	15,566	15,566
15 Chicago & Northern Pacific.....	726,077	497,292	228,785			672,300	672,300	13,737,725
16 Chicago & South Side Rapid Transit.....	699,776	517,636	182,140			57,507	57,507	534,739
17 Chicago & Texas.....	184,689	134,387	50,302			42,028	42,028	224,168
18 Chicago, Burlington & Northern.....	2,093,159	1,646,619	446,540	3,000	6,500		9,500	50,302
19 Chicago, Burlington & Quincy.....	25,418,453	16,018,543	9,599,910	1,254,513	952,437	41,373	2,248,822	11,848,733
20 Chicago & Iowa.....								181,638
21 Galeburg & Rio.....								16,966
22 Illinois Valley & Northern.....								80,451
23 Quincy, Alton & St. Louis.....								42,000
24 St. Louis, Rock Island & Chicago.....								292,687
25 Chicago Great Western.....	4,704,160	3,652,872	1,051,288	5,660				1,056,948
26 Chicago, Lake Shore & Eastern.....	2,841,278	1,006,942	1,277,336					1,277,336
27 Chicago, Milwaukee & St. Paul.....	42,887,156	18,800,631	14,067,105	7,327	16,515	41,015	64,857	14,151,962
28 Chicago, Paducah & Memphis.....	91,079	78,300	13,680					15,680
29 Chicago, Peoria & St. Louis.....	922,867	709,835	242,972	6,771				249,743
30 Chicago, Rock Island & Pacific.....	17,631,886	11,416,403	5,621,482	209,946	62,625			6,120,899
31 Peoria & Bureau Valley.....								125,000
32 Cleveland, Cincinnati, Chicago & St. Louis.....	13,704,334	9,916,261	3,788,263	15,359	320			3,854,902
33 Kankakee & Seneca.....	80,351	62,230	24,724					24,724
34 Peoria & Eastern.....	1,902,325	1,374,159	528,166					528,166

Table III.—Concluded.

1	2	3	4	5	6	7	8	9
NAME OF COMPANY.	Gross earnings from operation.	Operating expenses.	Inc'ne from operation. Col. 2—Col. 3	INCOME FROM PROPERTY OWNED.				
				SOURCE OF INCOME.			Total income from property described. Cols. 5+6+7.	Total income. Cols. 4+8.
				Stocks.	Bonds.	Miscellaneous, including rents.		
107 St. Louis Vandalia & Terre Haute (O.&F.)	\$1,697,823	\$1,538,917	\$158,906			\$509,416	\$509,416	\$158,906
108 St. Louis Vandalia & Terre Haute (F.)								509,416
109 Terre Haute & Peoria (O. & F.)	425,915	388,888	37,027			127,775	127,775	37,027
110 Terre Haute & Peoria (F.)						95	95	127,775
111 East St. Louis & Carondelet (O. & F.)	86,072	52,329	33,742			30,187	30,187	33,838
112 East St. Louis & Carondelet (F.)								30,187
113 Toledo, Peoria & Western	1,010,270	747,632	262,638					262,638
114 Toledo, St. Louis & Kansas	2,005,756	1,563,619	442,137					442,137
115 Wabash	12,879,820	9,389,951	3,489,869	\$138,601	\$1,800	339	140,740	3,630,609
116 Wabash, Chester & Western	92,117	52,434	39,683			54	54	92,117
117 Wisconsin Central Company	2,287,236	1,620,478	666,758	95,803	222,842	11,700	330,347	967,105
Totals.....	\$314,249,487	\$207,615,648	\$106,634,339	\$3,473,134	\$3,487,289	\$6,889,314	\$13,849,737	\$120,484,076

(1) Inserted to show relation of subsidiary lines.
 (2) Deficit earnings.
 (3) In construction.

Table III—Income Account—Whole Line—Continued.

	10	11	12	13	14	15	16	17
NAME OF COMPANY.	EXPENDITURES ASSIGNABLE TO FIXED CHARGES.							
	DESIGNATION							
	Interest on funded debt, accrued.	Interest on bearing cur- rent liabil- ities accrued not other- wise pro- vided for.	Rents.	Taxes.	Miscel- laneous.	Total fixed charges, Cols. 10 + 11 + 12 + 13 + 14.	Net income, Cols. 9—15.	Net deficit, Cols. 9—15.
1 Atchison, Topeka & Santa Fe.....	\$3,676,845			\$1,170,006	\$431,788	\$5,278,639	\$1,174,396	
5 Baltimore & Ohio (1).....				112,518	184,927	762,085		
6 Baltimore & Ohio & Chicago.....	464,640			275,132	60,000	2,115,780	63,870	\$70,138
7 Baltimore & Ohio Southwestern.....	1,780,648			62,991		203,529	80,356	
8 Belt Railway of Chicago.....			\$140,538	5,909	481	50,190	113	
9 Centralia & Chester.....		\$43,800		205,310	32,081	1,315,452	2,086,008	
10 Chicago & Alton.....	559,721		458,340	32,752		1,334,613		
13 Chicago & Calumet.....	300,000	1,861		185,627		1,889,100	531,906	
14 Chicago & Eastern Illinois.....	961,710	7,275	234,478		163,334	948,058	324,470	
15 Chicago & Western Indiana.....	653,630					1,102,254		
16 Chicago & Erie.....	616,330		198,923	132,715		1,102,254		
17 Chicago & Grand Trunk.....	600,000	88,630	110,683	179,425	63,456	1,102,254		
18 Grand Trunk Junction.....	133,600					133,600		
20 Chicago & Indiana State Line.....		16,067		3,164	4,682	23,913		
21 Chicago & Northwestern.....	7,046,201		14,762	1,085,119	263,058	8,409,140	5,328,586	
22 Chicago & Northern Pacific.....	52,200			147,612	28,000	227,812	326,967	
23 Chicago & South Side Rapid Transit.....	137,311			58,640		195,951	25,217	
24 Chicago & Texas.....	58,058			3,364	3,086	64,428		
25 Chicago, Burlington & Northern.....	680,450			83,132	23,572	787,114		
								16,436
								331,674

48	Illinois Central.....	2,957,809	435,515	2,590,496	1,051,358	512,342	7,847,519	2,713,225	48
49	Blue Island.....		5,000				5,000		49
50	Chicago, Havana & Western.....	125,000	11,025				136,025		50
51	Chicago, Madison & Northern.....	343,500					343,500		51
52	Rantoul.....	50,000	1,139				51,139		52
53	South Chicago.....	10,000					10,000		53
54	Indianapolis, Decatur & Western.....	45,600					45,600		54
55	Indiana, Illinois & Iowa.....	318,767	2,653	35,460	34,400	61,889	141,889	15,721	55
56	Iowa Central.....	75,300	6,752		31,954		108,304	125,715	56
57	Jacksonville, Louisville & St. Louis.....				62,870	80,221	499,971	178,320	57
58	Litchfield, Carrollton & Western.....				13,564		20,316	30,568	58
59	Lake Erie & Western.....	407,500			2,536	1,258	3,794	3,136	59
60	Lake Shore & Michigan Southern.....	3,126,435			194,214	216,069	908,383	692,918	60
61	Lake Street Elevated.....	215,455	20,270	667,960	324,947	60,927	4,490,329	3,046,601	61
62	LaSalle & Bureau County.....				14,116		250,041	6,405	62
63	Louisville & Nashville (I.).....				884	7,223	8,107	3,986	63
64	Southeast & St. Louis.....	307,366			59,414		366,780		64
65	Michigan Central.....	1,067,800		314,810	306,429	991,459	2,710,038	1,257,355	65
66	Mobile & Ohio (I.).....	56,000				1,000	57,000	32,006	66
67	St. Louis & Cairo.....	160,000							67
68	New York, Chicago & St. Louis.....	777,069			36,965	21,773	218,738	31,710	68
69	Chicago & State Line.....			5,200	206,325	147,222	1,135,747	120,921	69
70	Farmers.....	2,160	1,023			400	3,569	300	70
71	Pennsylvania Co. (I.).....				416				71
72	Calumet River.....		3,350				3,350		72
73	Pittsburgh, Ft. Wayne & Chicago (O. & F.).....			3,580,538	524,242		4,113,780	171,831	73
74	South Chicago & Southern.....			36,434	3,351	2,531	42,316		74
75	Peoria & Pekin Union.....	157,155			27,261	90,427	274,843	30,447	75
76	Peoria, Decatur & Evansville.....	276,845	49,162	30,131	50,175	20,937	426,950		76
77	Pittsburgh, Cincinnati, Chicago & St. Louis.....	2,510,870		1,067,030	653,858	341,958	4,576,716	1,199,112	77
78	Englewood Connecting (O. & F.).....				2,842		2,842		78
79	Quincy, Omaha & Kansas City.....	6,250			13,028	5,000	24,276	87,835	79
80	Rock Island & Peoria.....	42,000			43,000		85,000	58,253	80
81	St. Louis, Alton & Terre Haute.....	122,187		317,524	12,000	9,751	461,462	52,213	81
82	Bellefonte & Carondelet.....	29,100					33,796		82
83	Bellefonte & Elkhart.....	35,200					35,200		83
84	Bellefonte & Southern Illinois.....	79,840					84,180	58,633	84
85	Chicago, St. Louis & Paducah.....	50,000					50,503	13,744	85
86	St. Louis Southern.....	47,300	52	10,000		529	57,881	5,841	86
87	Carbondale & Shawneetown.....	10,000					10,000		87
88	St. Louis, Belleville & Southern.....								88
89	St. Louis, Chicago & St. Paul.....	75,000	10,938		16,033		101,971	66,996	89
90	St. L., Indianapolis & Eastern (Op. I. & I. S.).....	2,430	6,804		21,617		30,041	39,041	90
91	St. Louis Merchants' Bridge Terminal.....	175,000	23,872	129,600	44,671	21,827	394,970	99,145	91
92	Terminal Railroad Association of St. Louis.....	540,000	33,687	666,900	76,002	67,773	1,384,322	35,013	92
93	St. Louis Bridge.....	350,000				2,500	352,500	239,400	93

Table III—Income Account—Whole Line—Concluded.

NAME OF COMPANY.	10	11	12	13	14	15	16	17
	EXPENDITURES ASSIGNABLE TO FIXED CHARGES.							
	DESIGNATION.							
	Interest on funded debt, accrued.	Interest on bearing cur- rent habili- ties accrued, not other- wise pro- vided for.	Rents.	Taxes.	Miscel- laneous.	Total fixed charges, Cols. 10+11+ 12+13+14.	Net income, Cols. 9-15.	Net deficit, Cols. 9-15.
106 Terre Haute & Indianapolis(I).....	\$314,930			\$61,533	\$21,350	\$397,813	\$111,603	
107 St. L., Vandalia & Terre Haute (O. & F.).....	1,155	107,675	\$23,251	20,935		153,016		\$23,925
108 Terre Haute & Peoria (O. & F.).....				3,650		3,650	33,187	
109 East Louis & Carondelet (O. & F.).....		15,901		41,849		253,550	9,088	
110 Toledo, St. Louis & Kansas City.....	195,800			50,000		630,000		187,863
111 Toledo, Peoria & Western.....	2,645,245		372,867	519,678	61,019	3,538,809	31,800	
112 Wabash.....	34,500			5,976		40,476		730
113 Wabash, Chester & Western.....	128,700	108,000	623,383	71,201	232,487	1,163,772		166,667
114 Wisconsin Central Company.....								
115 Wisconsin Central Company.....								
Total.....	\$58,324,027	\$1,157,650	\$12,453,484	\$14,066,471	\$5,409,845	\$91,441,477	\$29,042,599	\$3,118,362

TABLE III—*Income Account*—

	18	19	20	21	22	23
NAME OF COMPANY.	PAYMENTS FROM NET INCOME.					Surplus from operations of year ending June 30, 1896.
	DIVIDENDS DECLARED.				Total payments from net income, including miscellaneous.	
	PREFERRED STOCK.		COMMON STOCK.			
	Amount.	Rate per cent.	Amount.	Rate per cent.		
1 Atchison, Topeka & Santa Fe.....						\$1,174,396
5 Baltimore & Ohio (1).....						
6 Baltimore & Ohio & Chicago.....						63,889
7 Baltimore & Ohio Southwestern.....						26,356
8 Belt Railway of Chicago.....			\$54,000	4½	\$54,000	113
9 Centralia & Chester.....						307,560
10 Chicago & Alton.....	\$278,360	8	1,500,088	8	1,778,448	242,064
13 Chicago & Calumet.....						24,470
14 Chicago & Eastern Illinois.....	289,842	6			289,842	
15 Chicago & Western Indiana.....			300,000	6	300,000	
16 Chicago & Erie.....						
17 Chicago & Grand Trunk.....						
20 Chicago & Indiana State Line.....						
21 Chicago & Northwestern.....	1,563,975	7	1,953,053	5	3,517,058	1,811,528
22 Chicago & Northern Pacific.....						326,987
23 Chicago & So. Side Rapid Transit.....						28,217
24 Chicago & Texas.....						
25 Chicago, Burlington & Northern.....						
26 Chicago, Burlington & Quincy.....			3,280,109	4	3,280,109	15,827
33 Chicago Great Western.....					470,490	161,994
34 Chicago, Lake Shore & Eastern.....						608,467
35 Chicago, Milwaukee & St. Paul.....	1,846,313	7	1,380,818	3	3,272,401	2,427,989
36 Chicago, Paducah & Memphis.....						
37 Chicago, Peoria & St. Louis.....						110,150
38 Chicago, Rock Island & Pacific.....			923,116	2	923,116	589,109
39 Peoria & Bureau Valley.....			120,000	8	120,000	3,714
41 Cleve., Cinchin., Chicago & St. Louis.....	500,000	5			525,731	74,115
42 Kankakee & Seneca.....						
43 Peoria & Eastern.....						3,296
45 East St. Louis Connecting.....						
46 Elgin, Joliet & Eastern.....						76,931
47 Fulton County Narrow Gauge.....						
48 Illinois Central.....			2,562,500	5	2,562,500	150,725
49 Blue Island.....						
50 Chicago, Havana & Western.....						
56 Rantoul.....						
57 South Chicago.....						
59 Indianapolis, Decatur & Western.....	43,680	1½			43,680	2,041
60 Indiana, Illinois & Iowa.....						125,715
61 Iowa Central.....						178,320
63 Jacksonv., Louisv., & St. Louis.....						30,593
64 Litchfield, Carrollton & Western.....						3,196
65 Lake Erie & Western.....	592,000	5			592,000	70,918
66 Lake Shore & Michigan Southern.....	53,350	10	2,967,990	6	3,021,340	25,261
67 Lake Street Elevated.....						6,405
68 LaSalle & Bureau County.....			3,000	6	3,000	986
69 Louisville & Nashville (1).....						
70 Southeast & St. Louis.....						

(1) Inserted to show relation of following subsidiary lines.

Whole Line—Continued.

24	25	26	27	28	29	30	
Deficit from operations of year ending June 30, 1896.	Surplus on June 30, 1895.	Deficit on June 30, 1895.	Additions for year.	Deductions for year.	Surplus on June 30, 1896.	Deficit on June 30, 1896.	
					\$1,174,396		1
870,138		85,037,021		8663		85,107,823	5
	\$266,931			236,352	94,468		6
	79,734				106,090		7
					113		8
	2,756,415			167,438	2,896,536		9
190,659		500,521				691,180	10
	1,326,211			38,682	1,529,594		13
	657,880				682,350		14
608,883		2,138,509				2,749,392	15
672,391		248,291	8506,042	110,535		435,175	16
8,347		117,709				126,056	17
	7,759,502		2,231,294	8,723,607	3,078,717		20
	404,730		60,690		792,407		21
		317,378				289,161	22
16,436		22,732				39,168	23
331,674		1,295,386				1,627,060	24
	9,353,051				9,368,878		25
		370,562				208,568	26
		1,679,661				1,071,134	27
	5,479,880		56,000		7,663,868		28
80,520		9,005				89,525	29
	197,569			1,964	305,055		30
	688,833				1,277,942		31
	72,229				75,943		32
	171,140				245,554		33
22,821		535,400				558,281	34
		1,261,130				1,275,833	35
12,078		132,332				144,410	36
		96,918				19,987	37
39,699		456,671				496,370	38
	3,481,146				3,631,871		39
11,316		11,043				25,359	40
99,490		676,226				775,716	41
65,583		306,327				371,910	42
39,306		6,458				32,848	43
	139,782				141,823		44
	431,337		2	94	556,959		45
	352,382				530,702		46
	51,170				81,763		47
		21,454				18,258	48
	1,059,987				1,130,905		49
	11,875,851			257,644	11,613,167		50
		268,540	57,335			204,800	51
	2,617				3,603		52
(2) 85,286						(2) 85,286	53

(2) Carried to L. & N. income account.

(3) Operated by Ill. Cent. last 9 months of year.

TABLE III—*Income Account*—

		18	19	20	21	22	23
NAME OF COMPANY.		PAYMENTS FROM NET INCOME.					Surplus from operations of year ending June 30, 1896.
		DIVIDENDS DECLARED.				Total payments from net income, including miscellaneous.	
		PREFERRED STOCK.		COMMON STOCK.			
		Amount.	Rate per cent.	Amount.	Rate per cent.		
73	Michigan Central.....			\$749,520	4	\$1,113,408	\$143,947
74	Joliet & Northern Indiana.....			24,000	8	24,000	8,006
75	Mobile & Ohio (1).....						
76	St. Louis & Cairo.....			13,000	$\frac{1}{2}$	13,000	18,750
77	New York, Chicago & St. Louis.....	\$250,000	5			250,000	
78	Chicago & State Line.....						300
79	Pawnee.....						
80	Pennsylvania Co. (1).....						
81	Calumet River.....						
82	Pittsburg, Ft. Wayne & Chicago.....						
83	South Chicago & Southern.....						29,371
84	Peoria & Pekin Union.....			60,000	6	60,000	
85	Peoria, Decatur & Evansville.....						
88	Pittsburgh, Cinm., Chi. & St. L....	455,456	2			455,456	743,656
89	Englewood Connecting.....						
90	Quincy, Omaha & Kansas City.....						87,836
91	Rock Island & Peoria.....			150,000	5	150,000	
92	St. Louis, Alton & Terre Haute (3).....			39,046	$1\frac{1}{2}$	39,046	13,166
93	Belleville & Carondelet.....						
94	Belleville & Eldorado.....						
95	Belleville & Southern Illinois.....	138,643	19			143,635	
96	Chicago, St. Louis & Paducah.....						13,745
97	St. Louis Southern.....						5,841
99	St. Louis, Belleville & Southern.....						
100	St. Louis, Chicago & St. Paul.....						
101	St. L., Indianap. & E. (Opp.L.&I.S.).....						
103	St. Louis Merchants' Bridge Ter.....						
104	Terminal Railroad Ass'n of St. L....						35,014
105	St. Louis Bridge.....	239,400	$6\frac{2}{3}$			239,400	
106	Terre Haute & Indianapolis (1)....	108,129	7			108,129	
107	St. L., Vandalia & Terre Haute.....						3,474
108	Terre Haute & Peoria.....						
109	East St. Louis & Carondelet.....						16,187
110	Toledo, Peoria & Western.....						9,088
111	Toledo, St. Louis & Kansas City.....						
113	Wabash.....						31,800
114	Wabash, Chester & Western.....						
115	Wisconsin Central Company.....						
Totals.....		\$6,329,148		\$16,080,270		\$23,719,789	\$5,322,810

(1) Inserted to show relation of following subsidiary lines.

(3) Three months; balance carried to Ill. Cent. accounts.

Whole Line--Concluded.

24	25	26	27	28	29	30
Deficit from operations of year ending June 30, 1896.	Surplus on June 30, 1895.	Deficit on June 30, 1895.	Additions for year.	Deductions for year.	Surplus on June 30, 1896.	Deficit on June 30, 1896.
	\$7,029,232				\$7,173,179	73
	42,841				50,847	74
	18,055			\$608	36,196	75
\$120,379	132,159				11,780	76
	180			300	180	77
3,587		\$10,512				78
					\$14,399	79
8,741		35,183				80
		80,606				81
						82
29,553	178,415				148,862	83
147,719		317,920				84
	111,366			339,411	515,611	85
1,875		8,698				86
		15,861			71,975	87
91,747	1,284,234				1,192,481	88
	166,793			9,294	170,665	89
3,795	22,629				18,835	90
17,523		273,268				91
85,001	83,765		\$43,737		42,501	92
		290			13,455	93
	19,758		20,859		46,458	94
67		190,609				95
66,996		119,420	60	1,703		96
39,043	15,197					97
99,146		791,877				98
	240,142				275,156	99
						100
	379,381					101
		13,904			382,855	102
23,925			150			103
	27,609				43,946	104
		215,199				105
187,863		984,786		12,000		106
		1,239,092	264,889	41,243		107
739		48,651			(4)	108
166,666		529,356		121,113		109
						110
						111
						112
						113
						114
						115
\$3,388,962	\$65,830,670	\$25,950,003	\$3,331,057	\$10,062,651	\$64,421,886	\$29,338,965

(4) Carried to profit and loss.

TABLE IV.—*Earnings and Income in Illinois*

A. Earnings

	1	2	3	4	5	6	7	8
EARNINGS ARISING FROM PASSENGER SERVICE.								
NAME OF COMPANY.	Passenger Revenue.	Revenue per passenger per mile. Cents	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile. Dollars and Cents.	Proportions to total earnings. 100×Col. 6.	Proportions to total earnings. 100×Col. 8.
1 Atch. Topeka & Santa Fé....	\$281,445	.....	860,461	\$48,593	\$397,337	.50534	28.87	
5 Baltimore & Ohio(1).....	58,647	3.306	11,700	8,685	80,574	.71592	48.25	
7 Baltimore & O. Southwest'n S Belt Railway of Chicago.....	670,448	1.742	162,055	71,600	923,646	.76221	35.75	
9 Centralia & Chester.....	21,767	.....	3,531	1,062	26,360	.....	26.63	
10 Chicago & Alt'n.....	1,855,880	2.002	164,833	115,956	2,166,679	1.14408	33.66	
13 Chicago & Calumet.....	.....	.....	.....	.....	.....	.....	.....
14 Chicago & Eastern Illinois... ..	517,487	1.436	40,844	33,033	606,067	.85781	23.49	
17 Chicago & Grand Trunk.....	159,444	1.208	5,913	4,000	184,457	.73787	46.14	
21 Chicago & Northwestern.....	886,492	2.064	102,639	66,986	1,074,012	.93318	26.22	
22 Chicago & Northern Pacific.....	84,589	.....	.....	.....	86,056	.....	12.26	
23 Chicago & S.S.Rapid Transit	699,776	.584	.....	.....	699,776	.68407	100.00	
24 Chicago & Texas.....	17,898	2.635	4,494	636	22,728	.83178	12.44	
25 Chi., Burlington & Northern	300,683	2.048	43,635	6,880	113,099	.77828	20.26	
26 Chi., Burlington & Quincy(2)	1,424,181	2.436	303,126	184,867	1,987,339	1.09372	29.41	
33 Chicago Great Western.....	162,467	2.148	19,249	11,336	218,277	.....	24.93	
34 Chi., Lake Shore & Eastern.....	.....	.....	.....	.....	.....	.....	.....
35 Chi., Milwaukee & St. Paul.....	930,753	.....	121,707	87,523	1,331,061	1.00240	28.41	
36 Chi., Paducah & Memphis.....	19,633	2.650	1,937	1,015	22,305	.30200	23.72	
37 Chicago, Peoria & St. Louis.....	483,649	2.483	17,713	12,524	216,822	.50600	23.16	
38 Chi., Rock Island & Pacific.....	1,067,906	2.408	137,467	102,300	1,353,695	.94336	31.57	
41 Cleve., Cin., Chicago & St. L.....	1,057,659	1.969	128,392	93,954	1,279,915	1.01236	35.21	
42 Kankakee & Seneca.....	9,879	2.812	1,832	2,100	14,021	1.06249	15.48	
43 Peoria & Eastern.....	188,901	2.221	28,800	15,331	232,032	.88282	38.48	
45 East St. Louis Connecting.....	.....	.....	.....	.....	.....	.....	.....
46 Elgin, Joliet & Eastern.....	13,919	2.547	987	6,000	20,906	2.44292	1.72	
47 Fulton Co. Narrow Gauge.....	14,001	2.001	3,771	3,500	21,338	.27773	49.65	
48 Illinois Central.....	2,797,669	1.848	299,154	289,078	3,527,589	.83100	30.61	
59 Indianapolis, Decatur & West'n	70,258	3.416	10,092	40,650	92,315	.62555	40.62	
60 Indiana, Illinois & Iowa.....	19,341	2.597	9,717	1,101	30,356	.57708	9.16	
61 Iowa Central.....	58,215	2.611	8,294	3,051	70,130	.56596	11.72	
63 Jack'sville, Louisville & St. L.....	66,414	2.204	8,318	4,516	79,077	.....	40.12	
64 Litchfield, Carrollton & W'n	21,747	2.924	2,650	1,089	25,495	.87880	42.29	
65 Lake Erie & Western.....	150,005	2.072	10,952	9,335	173,292	.92159	30.86	
66 Lake Shore & Michigan S'n.....	112,241	1.951	52,834	17,169	216,013	1.18728	43.64	
67 Lake Street Elevated.....	542,032	1.050	.....	.....	563,671	.58726	100.00	
69 Louisville & Nashville(1).....	.....	.....	.....	.....	.....	.....	.....
70 Southeast & St. Louis.....	267,283	2.398	47,350	25,276	318,522	1.23533	38.44	
73 Michigan Central.....	153,376	2.260	6,127	6,034	167,537	1.05187	34.57	
75 Mobile & Ohio(1).....	.....	.....	.....	.....	.....	.....	.....
76 St. Louis & Cairo.....	155,326	1.862	25,050	25,962	209,875	.71233	27.91	
77 New York, Chicago & St. L.....	42,642	2.611	1,389	2,612	47,067	.86707	49.12	
79 Pawnee.....	2,670	2.998	116	353	3,461	.80704	35.49	
80 Penn.sylvania Co. (1).....	.....	.....	.....	.....	.....	.....	.....

Table IV.—

A. Earnings

1	2	3	4	5	6	7	8
NAME OF COMPANY.	EARNINGS ARISING FROM PASSENGER SERVICE.						
	Passenger Revenue.	Revenue per passenger per mile. Cents.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile, <i>pulls and cents.</i>	Proportions to total earnings, 100 × Col. 6 ÷ Col. 16
82 Pitts., Ft. W. & Chi. (O. & F)	\$73,354	2.034	\$12,586	\$10,105	\$98,927	1.15833	21.46
83 South Chicago & Southern.	7,782	1.570	.....	707	8,492	.41813	11.02
84 Peoria & Pekin Union	20,139	.....	1,782	.....	21,921	.....	2.84
85 Peoria, Decatur & Evansville	190,496	2.394	23,597	17,060	231,153	.55505	35.72
88 Pitts., Cin., Chi. & St. Louis	84,361	2.003	16,045	10,464	113,817	1.02770	26.36
89 Englewood Connecting.....	.....	.....	.....	.....	.....	.....	.....
90 Quincy, Omaha & Kansas C.	76,637	3.350	12,754	7,500	96,890	.57356	33.21
91 Rock Island & Peoria	123,933	2.584	10,444	7,500	143,932	.72229	23.61
92 St. L., Alton & T. Haute (3).	.....	.....	.....	.....	.....	.....	.....
99 St. L., Belleville & Southern	1,442	.....	.....	.....	1,442	.....	9.64
100 St. Louis, Chicago & St. Paul	62,625	1.936	7,880	4,473	75,085	.45533	26.12
101 St. L., Ind. & E'n (Op. I. & I. S)	3,797	2.859	.....	352	4,148	.85489	9.87
103 St. L. Merchants' Bridge Ter	13,409	.635	604	3,744	17,757	.....	6.29
104 Term. Railroad Ass'n of St. L	156,648	6.924	12,500	26,879	196,027	.....	24.36
106 Terre Haute & Indianap. (1).	.....	.....	.....	.....	.....	.....	.....
107 St. L., Vandalia & T. Haute	428,257	2.356	201,391	64,482	694,927	.89896	41.84
108 Terre Haute & Peoria	96,811	2.488	12,989	6,778	116,939	.52171	28.63
109 E. St. Louis & Carondelet.	.....	.....	.....	.....	.....	.....	.....
110 Toledo, Peoria & Western...	278,648	2.382	26,841	15,000	327,739	.92501	32.76
111 Toledo, St. L. & Kansas City	135,141	1.701	18,945	20,000	180,862	.62680	22.89
113 Wabash	1,079,992	2.038	152,032	104,619	1,362,190	.81410	32.47
114 Wabash, Chester & Western	26,220	2.515	5,668	1,980	34,309	.61765	37.64
115 Wisconsin Central Company	152,072	1.693	8,534	13,103	217,966	1.10295	31.31
Totals	\$17,921,740	2.365	\$2,340,451	\$1,620,263	\$22,558,517	.80614	28.25

(1) Inserted to show relation of following subsidiary lines.

(2) Estimated for Illinois.

(3) Included in Illinois Central account.

Concluded.

from Operation.

9	10	11	12	13	14	15	16	17	18
EARNINGS ARISING FROM FREIGHT SERVICE.				OTHER EARNINGS.		SUMMARY OF EARNINGS.			
Freight Revenue.	Revenue per ton per mile. <i>Cents</i>	Total freight earnings including stock yards, elevators and miscellaneous.	Freight earnings per ton mile. <i>Dollars and Cents</i> .	Proportion to total earnings 100 × Col. 11 ÷ Col. 16	Balance of car mileage and switching charges.....	Telegraph rentals and other sources.	Total earnings from operation. Cols. 6+11+14+15.	Total earnings per train mile.	Proportion to total income, 100 × Col. 16 ÷ Col. 24
\$285,896	.647	\$285,896	1.85258	60.91	4,122				
52,461	.839	52,461	3.00740	67.12		\$87,591	\$476,536	1.95633	100.00
63,182		63,182		8.52	335,686	11,135	75,088	1.98108	100.00
517,439	1.150	517,439	1.35122	60.15	30,845	151,145	671,931		100.00
264,507	.648	264,507	1.55720	72.09	79,394	6,731	786,161	.98316	98.13
					9,580	8,286	466,104	1.66145	99.75
						5,554	14,931		100.00
192,138	3.734	192,138	1.91684	66.43		713	289,742	1.07692	100.00
474,117	1.347	474,117	1.84046	73.26		2,518	620,567	1.35827	98.44
									92
13,298		13,298		87.65		700	15,380		100.00
175,357	1.237	175,357	1.31054	65.19	24,955	15,196	290,592	.98006	100.00
38,529	3.333	38,529	1.20133	90.13			42,676	1.16717	100.00
208,297	3.457	208,297		73.61	60,742		286,796		100.00
487,038	9.395	487,038		72.14	126,353	2,360	511,778		89.85
									106
999,433	.844	999,433		58.01	3,463		1,697,823	1.05533	100.00
308,929	.746	308,929	1.31336	71.37		48	425,915	.92743	100.00
					73,242	12,830	86,072		100.00
619,792	1.207	619,893	1.33758	61.90	9,738	52,901	1,010,270	1.23534	100.00
621,440	.514	621,440	1.49957	77.11			802,302	1.10411	100.00
2,826,851	.696	2,906,858	1.34320	67.53			4,269,048	1.13001	99.17
57,808	1.907	57,808	1.21689	62.36			92,117	.90391	100.00
467,909	1.010	471,273	2.40155	67.92	6,727	163	696,159	1.77071	96.07
									115
\$49,598,893	1.218	\$49,771,234	1.59212	64.68	\$3,977,110	\$1,851,889	\$78,158,750	1.16327	93.66

TABLE IV.—*Earnings and Income in Illinois for Year Ending June 30, 1896.*B.—*Income from Property Owned but not Operated.*

	NAME OF COMPANY.	19	20	21	22	23	24
		INCOME FROM PROPERTY OWNED.					
		SOURCE OF INCOME.				Total income from property described. Cols. 19+20+21	Proportion to total income. 100×Col. 22÷Col. 24.....
		Stocks.	Bonds.	Miscel- laneous, in- cluding rents.			
1	Atchison, Topeka & Santa Fé.....						\$1,377,445
5	Baltimore & Ohio (1).....						166,985
6	Baltimore & Ohio & Chicago.....						2,587,197
7	Baltimore & Ohio Southwestern.....						683,130
8	Bolt Railway of Chicago.....	\$805		\$2,434	\$3,839		99,234
9	Centralia & Chester.....						6,351,212
10	Chicago & Alton.....	32,50	\$220,950	6,971	260,421	3.86	99,234
13	Chicago & Calumet.....			2,272	2,272	.94	336,573
14	Chicago & Eastern Illinois.....	67,200	3,531	2,733	73,464	1.38	2,654,064
15	Chicago & Western Indiana.....		34,754		34,754	100.00	34,754
17	Chicago & Grand Trunk.....			96,097	96,372	18.72	514,275
18	Grand Trunk Junction.....				193,600	100.00	193,600
20	Chicago & Indiana State Line.....			15,566	15,566	100.00	15,566
21	Chicago & Northwestern.....		4,160		79,378	1.91	4,093,381
22	Chicago & Northern Pacific.....	75,218		57,507	57,507	7.12	783,584
23	Chicago & South Side Rapid Transit.....			42,028	42,028	5.68	711,804
24	Chicago & Texas.....						184,689
25	Chicago, Burlington & Northern.....						574,860
26	Chicago, Burlington & Quincy (2).....			562,206	562,206	8.14	6,966,819
27	Chicago & Iowa.....			181,658	181,658	100.00	181,658
28	Galesburg & Rio.....			16,966	16,966	100.00	16,966
29	Illinois Valley & Northern.....			80,454	80,454	100.00	80,454
31	Quincy, Alton & St. Louis.....			42,000	42,000	100.00	42,000

(1) Inserted to show relation of following subsidiary lines.

(2) Estimated for Illinois.

32	St. Louis, Rock Island & Chicago.			232,687	100.00	232,687	32
33	Chicago Great Western.	1,075		1,075	.12	894,718	33
34	Chicago, Lake Shore & Eastern.					2,076,794	34
35	Chicago, Milwaukee & St. Paul.	366			.01	4,758,292	35
36	Chicago, Paducah & Memphis.		826	2,051		94,679	36
37	Chicago, Peoria & St. Louis.	6,771			.46	959,637	37
38	Chicago, Rock Island & Pacific (2).			124,851	2.89	4,382,776	38
39	Florida & Bureau Valley.			125,000	100.00	125,000	39
40	Cleveland, Cincinnati, Chicago & St. Louis.	4,073		13,349	.29	3,609,466	40
41	Kankakee & Seneca.		85			86,954	41
42	Peoria & Eastern.					715,845	42
43	East St. Louis Connecting.					163,794	43
44	Elgin, Joliet & Eastern.					1,241,420	44
45	Fulton County Narrow Gauge.					43,947	45
46	Illinois Central.	310				12,908,539	46
47	Blue Island.			200,343	1.26	6,316	47
48	Chicago, Havana & Western.			6,316	100.00	6,316	48
49	Chicago, Madison & Northern.			36,538	100.00	36,538	49
50	Chicago, Rock Island & Northern.			343,500	100.00	343,500	50
51	Rantoul.			14,441	100.00	14,441	51
52	South Chicago.			29,307	100.00	29,307	52
53	Indianapolis, Decatur & Western.					241,002	53
54	Indiana, Illinois & Iowa.	25		28	.01	391,488	54
55	Iowa Central.					453,441	55
56	Jacksonville, Louisville & St. Louis.					210,800	56
57	Litchfield, Carrollton & Western.					523,546	57
58	Lake Erie & Western.					573,410	58
59	Lake Shore & Michigan Southern.			213	1.06	471,112	59
60	Lake Street Elevated.	4,756	21			563,671	60
61	LaSalle & Bureau County.					14,450	61
62	Louisville & Nashville (1).			14,450	100.00	14,450	62
63	Southeast & St. Louis.					959,482	63
64	Michigan Central.	11,770	90			531,404	64
65	Joliet & Northern Indiana.			11,860	1.87	57,356	65
66	Mobile & Ohio (1).			57,356	100.00	57,356	66
67	St. Louis & Cairo.					900,429	67
68	New York, Chicago & St. Louis.			405	.46	97,445	68
69	Chicago & State Line.			700	100.00	700	69
70	Pawnee.					10,870	70
71	Pennsylvania Co. (1).					114,474	71
72	Pittsburgh, Ft. Wayne & Chicago (F).			114,474	100.00	476,536	72
73	Pittsburgh, Ft. Wayne & Chicago (O. & F).			36,434	100.00	36,434	73
74	South Chicago & Southern (F).					75,088	74
75	South Chicago & Southern (O. & F).					671,934	75
76	Peoria & Pekin Union.					801,161	76
77	Peoria, Decatur & Evansville.	15,000		15,000	1.87	407,279	77
78	Pittsburgh, Cincinnati, Chicago & St. Louis.	436	392	317	.25	1,875	78
79	Englewood Connecting (F).			1,875	100.00	1,875	79
80	Englewood Connecting (O. & F.).					14,931	80

25 Chicago, Burlington & Northern.....	98,298 12	20 77	75,884 68	16 04	284,439 69	60 12	14,525 26	3 07	473,177 75	82 31	25
26 Chicago, Burlington & Quincy (1).....	888,254 46	22 18	101,842 32	17 67	2,127,048 66	53 12	277,009 14	6 33	4,001,134 58	62 53	26
33 Chicago, Great Western.....	128,454 66	15 20	103,051 47	12 69	335,107 41	63 85	30,957 81	6 33	812,661 35	90 94	33
34 Chicago, Lake Shore & Eastern.....	81,281 69	8 61	223,922 52	24 13	629,287 27	64 33	30,584 54	2 83	975,076 69	47 00	34
35 Chicago, Lake Shore & St. Paul.....	612,900 60	23 21	383,659 90	14 53	1,492,267 79	52 16	143,222 97	10 10	2,640,641 26	55 35	35
36 Chicago, Paducah & Memphis.....	28,090 56	35 35	6,438 06	6 23	34,535 39	46 33	9,927 63	11 89	79,001 64	83 00	36
37 Chicago, Peoria & St. Louis.....	44,558 17	16 92	29,423 49	12 16	178,940 95	64 21	16,179 58	6 71	293,132 20	71 82	37
38 Chicago, Rock Island & Pacific (2).....	843,988 43	27 83	351,243 31	11 39	1,614,486 99	52 71	217,883 16	8 07	3,029,601 89	66 99	38
41 Cleve., Cin., Chicago & St. Louis.....	483,285 07	18 59	324,641 45	16 62	1,590,354 34	61 19	247,266 00	3 60	2,599,046 86	72 61	41
42 Kan., Keokuk & Seneca.....	17,327 32	27 83	8,187 15	14 29	33,546 63	53 86	2,509 68	4 02	62,231 78	71 56	42
43 Peoria & Eastern.....	123,838 58	23 98	107,498 49	20 79	277,945 85	53 76	7,814 36	1 47	517,098 78	72 24	43
45 East St. Louis Connecting.....	19,757 08	15 39	8,038 79	6 27	98,972 31	70 62	14,597 58	7 62	128,365 97	78 28	45
46 Elgin, Joliet & Eastern.....	161,369 57	21 49	123,493 92	16 44	416,237 21	55 41	49,865 27	6 66	750,968 97	60 44	46
47 Fulton County Narrow Gauge.....	24,329 82	52 59	4,862 18	10 61	13,912 35	25 14	3,176 18	8 67	46,290 53	105 31	47
48 Illinois Central.....	1,594,647 93	100 00	1,537,897 45	18 53	4,324,653 57	58 14	266,287 70	5 69	7,723,486 65	6 63	48
49 Indianapolis, Decatur & Western.....	36,651 40	22 59	22,171 16	13 66	94,774 92	58 43	8,601 69	5 32	162,199 17	67 31	49
60 Indiana, Illinois & Iowa.....	55,667 23	21 50	27,124 04	10 36	155,564 14	60 13	20,586 38	8 04	258,941 79	66 15	60
61 Iowa Central.....	60,324 79	20 57	30,131 86	10 26	171,447 90	55 48	31,196 20	13 69	293,100 75	64 36	61
63 Jacksonville, Louisville & St. Louis.....	42,439 35	26 58	16,757 12	11 16	78,373 12	50 14	22,352 23	12 12	149,921 82	75 85	63
64 Litchfield, Carrollton & Western.....	20,732 80	36 66	3,885 77	5 14	25,683 19	34 29	6,256 57	21 91	56,558 33	88 96	64
65 Lake Erie & Western.....	56,853 76	18 09	17,557 49	13 12	172,043 61	56 27	32,193 23	12 52	308,658 90	53 83	65
66 Lake Shore & Michigan Southern.....	41,908 21	11 79	69,978 10	26 29	132,563 56	52 16	5,985 52	9 76	270,465 39	58 02	66
67 Lake Street Elevated.....	7,714 74	2 29	17,498 65	6 41	273,974 86	81 41	37,140 93	9 89	336,829 18	54 00	67
68 LaSalle & Bureau County.....	2,356 38	100 00									
69 Louisville & Nashville (4).....	187,755 82	26 20	125,816 20	17 18	373,610 54	53 96	29,007 35	2 66	716,189 61	71 64	70
73 Michigan Central.....	66,443 43	18 09	55,548 25	15 65	225,011 64	60 61	13,915 18	5 05	360,918 50	62 47	73
75 Mobile & Ohio (1).....											
76 St. Louis & Cairo.....	152,561 46	23 19	86,189 93	13 08	381,686 94	59 41	38,505 35	4 33	687,867 04	72 64	76
77 New York, Chicago & St. Louis.....	10,526 25	19 61	12,921 41	11 29	62,969 06	54 61	2,030 32	23 49	58,867 04	90 55	77
79 Pennsylvania C. (1).....	7,144 63	63 21	270 29	3 14	342 18	30 18	119 32	1 34	10,364 42		79
82 Pittsburgh, C. & St. L.....	153,171 96	16 03	235,792 46	24 41	543,609 46	59 13	5,238 33	4 43	937,812 21	62 01	82
83 Pittsburgh, Ft. Wayne & Chicago.....	8,749 33	26 33	4,388 37	13 46	19,001 47	54 19	433 32	5 42	32,573 11	43 38	83
87 South Chicago & Southern.....	73,507 98	20 05	44,210 54	12 39	235,902 97	59 42	23,026 35	8 14	366,638 44	54 56	87
88 Peoria & Pekin Union.....	144,652 49	26 16	70,393 89	12 14	290,701 02	54 03	46,518 07	7 66	532,845 47	70 32	88
89 Peoria, Decatur & Evansville.....	64,572 80	10 97	74,045 80	13 26	441,762 10	71 13	7,466 70	3 64	587,847 40		89
89 Pittsburgh, Cin., Chi. & St. L.....	66 71	66 71			4,649 08	33 29	2 46		13,967 85	93 53	89
90 Englewood Connecting.....											
90 Quincy, Omaha & Kansas City (3).....	12,433 06	25 66	3,371 96	8 54	23,461 03	54 16	2,613 57	7 06	41,969 54	61 31	90
91 Rock Island & Peoria.....	131,148 85	26 32	106,544 37	20 67	228,505 20	47 27	29,883 98	5 14	487,173 40	78 50	91
92 St. Louis, Alton & Terre Haute.....	31,415 56	17 94	33,574 98	18 16	98,576 02	55 16	11,300 97	8 74	175,167 53	151 32	92
99 St. Louis, Belleville & Southern.....	3,099 78	20 05	27,734 92	4 21	6,151 61	41 13	5,464 40	34 61	15,460 71	100 43	99
100 St. Louis, Chicago & St. Paul.....	43,948 87	16 92	47,379 60	18 02	121,015 71	48 19	43,410 19	16 27	255,753 77	101	
103 St. Louis Merchants' Bridge Ter.....	26,147 35	17 80	16,766 78	13 26	93,479 55	61 81	10,423 33	7 13	146,817 01	51 19	103

TABLE V.—*Expenditures in Illinois—Concluded.*A.—*Operating Expenses.*

1	2	3	4	5	6	7	8	9	10	11
NAME OF COMPANY.	EXPENDITURES ASSIGNABLE TO OPERATION.								SUMMARY OF OPERATING EXPENSES.	
	MAINTENANCE OF WAX AND STRUCTURES.		MAINTENANCE OF EQUIPMENT.		CONDUCTING TRANSPORTATION.		GENERAL EXPENSES.		Total operating expenses, Cols. 2+4+6+8.	Proportion of operating expenses to operating income.....
	Amount.	Proportion to total operating expenses, 100+Col. 2+Col. 10.	Amount.	Proportion to total operating expenses, 100+Col. 4+Col. 10.	Amount.	Proportion to total operating expenses, 100+Col. 6+Col. 10.	Amount.	Proportion to total operating expenses, 100+Col. 8+Col. 10.		
104 Terminal Railroad Ass'n of St. L.....	\$85,747 91	11.94	\$39,026 80	10.20	\$207,021 32	63.14	\$25,546 77	14.72	\$299,242 80	36.81
106 Terre Haute & Indianapolis (4).....	317,279 24	20.62	268,469 52	10.71	885,858 35	65.48	67,611 19	3.19	1,538,918 30	90.64
107 St. L., Vandalia & Terre Haute.....	88,843 85	22.84	56,531 58	14.51	224,278 75	57.14	19,297 24	5.41	388,891 42	91.31
108 Terre Haute & Peoria.....	15,482 06	29.59	3,815 69	8.29	30,065 00	55.09	2,947 35	17.06	52,330 10	60.80
109 East St. Louis & Carondelet.....	214,881 67	28.78	74,222 17	10.14	429,170 32	56.33	31,359 06	4.75	717,632 22	74.00
110 Toledo, Peoria & Western.....	109,821 55	17.55	93,100 03	14.29	395,973 91	60.14	26,554 03	8.02	625,449 52	779.56
111 Toledo, St. Louis & Kansas City.....	630,584 00	20.14	608,424 99	18.96	1,817,729 06	58.64	73,297 58	4.85	3,129,985 72	72.12
113 Wabash, Chester & Western.....	15,582 68	29.71	5,878 51	10.12	28,416 46	54.36	2,558 80	5.89	52,435 95	114
115 Wisconsin Central Company.....	56,229 28	13.69	45,151 20	10.91	260,601 40	63.37	49,223 59	12.63	411,215 47	59.07
Totals.....	\$10,062,233 74	20.32	\$7,311,785 97	14.71	\$29,595,681 80	59.78	\$2,554,975 51	5.16	\$49,524,677 05	63.11

TABLE V.—General Expenditures in Illinois—Continued.

B.—Fixed Charges and Summary of Operating Expenses and Fixed Charges.

NAME OF COMPANY.		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.						SUMMARY AND DEDUCTIONS.					
		12	13	14	15	16	17	18	19	20			
											DESIGNATION.		
											Amount Cols. 13+14 +15+16.	Interest.	Rents.	Taxes.	Miscellaneous.	Total of operating expenses and fixed charges. Cols. 10+12	Proportion assignable to operation. 100×Col. 10÷ Col. 17.....	Proportion assignable to fixed charges. 100×Col. 12÷Col. 17.....	Av'ge cost per train mile of all trains earning revenue. Dollars and cents.
1	Atchafson, Topeka & Santa Fe.....	\$384,415	\$245,123				\$10,536	\$28,796	\$1,581,711	75.69	24.31	774	
5	Baltimore & Ohio (D).....	52,285	14,400		25,211	12,534	200,058	66.96	33.04	1,049			5
6	Baltimore & Ohio & Chicago.....	846,312	712,259		110,653	24,000	2,661,642	66.96	33.04	1,049			6
7	Baltimore & Ohio Southwestern.....	203,529	140,538		62,991		602,775	66.23	33.77	982			7
8	Belt Railway of Chicago.....	50,190	43,800		5,969	181	99,121		100.00				8
9	Centralia & Chester.....	725,394	313,735	\$441,250	28,328	32,081	419,621	82.70	17.30	997			9
10	Chicago & Alton.....	21,302			21,302		145,149	84.63	15.37				10
13	Chicago & Calumet.....	1,006,619	730,410	152,338	118,927	4,314	2,467,980	59.21	40.79	1,490			13
14	Chicago & Eastern Illinois.....	826,961	665,630			163,334	826,961		100.00				14
15	Chicago & Western Indiana.....	365,786	154,600	110,683	94,067	6,346	779,002	53.05	46.95	1,659			15
17	Chicago & Grand Trunk.....	23,913	16,067		3,164	4,682	23,913		100.00				17
20	Chicago & Indiana State Line.....	992,844	831,925	1,743	128,117	31,659	3,464,250	71.34	28.66	1,096			20
21	Chicago & Northwestern.....	297,812	52,293		117,612	28,000	456,597	50.11	49.89	663			21
22	Chicago & Northern Pacific.....	195,951	137,311		58,639		713,587	18.92	81.08				22
23	Chicago & South Side Rapid Transit.....	66,758	58,088		5,564	3,086	291,125	66.81	33.19	1,301			23
24	Chicago & Texas.....	246,780	214,200		25,635	6,954	519,965	91.01	8.99	1,219			24
25	Chicago, Burlington & Northern.....	2,138,139	1,669,827	10,500	320,510	137,362	6,142,835	65.19	34.81	1,369			25
26	Chicago, Burlington & Quincy.....	181,638	60,000		21,659		181,638		100.00				26
27	Chicago & Iowa.....	16,966	14,628		2,338		16,966		100.00				27
28	Galveston & Rio.....	80,454	69,720		10,731		80,454		100.00				28
29	Illinois Valley & Northern.....	42,000	42,000				42,000		100.00				29
30	Quincy, Alton & St. Louis.....	282,687	175,000		57,687		282,687		100.00				30
31	St. Louis, Rock Island & Chicago.....								100.00				31
32													32

TABLE V.—*General Expenditures in Illinois—Continued.*B.—*Fired Charges and Summary of Operating Expenses and Fired Charges.*

NAME OF COMPANY.	12	13	14	15	16	17	18	19	20
	EXPENDITURES ASSIGNABLE TO FIXED CHARGES.					Total of operating expenses and fixed charges. Cols. 10+12	SUMMARY AND DEDUCTIONS.		
	DESIGNATION.						Proportion assignable to operation. 100× Col. 10÷ Col. 17.....	Proportion assigngable to fixed charges. 100× Col. 12÷ Col. 17.....	Av'ge cost per train mile of all trains earning revenue. <i>Dollars and cents.</i>
	Amount Cols. 13+14 +15+16.	Interest.	Rents.	Taxes.	Miscellaneous.				
33 Chicago Great Western.....	\$83,510	\$53,288		\$12,222		\$806,169	89.66	10.34	.878
34 Chicago, Lake Shore & Eastern.....	551,122	120,360		30,762	\$60,000	1,526,195	63.36	36.64	1.110
35 Chicago, Milwaukee & St. Paul.....	514,665	380,596		151,472	2,878	3,176,373	83.16	16.84	1.044
36 Chicago, Paducah & Memphis.....	96,210	78,750		11,377	6,083	175,200	45.65	54.35	1.312
37 Chicago, Peoria & St. Louis.....	139,592	61,321	\$18,306	28,321	1,045	819,288	31.70	68.30	1.489
38 Chicago, Rock Island & Pacific.....	1,152,469	830,544	101,756	279,739	70	4,004,770	75.59	24.41	1.360
39 Peoria & Bureau Valley.....	1,286					1,286		100.00	39
41 Cleveland, Cincinnati, Chicago & St. Louis.....	824,357	685,164		123,959	15,414	3,423,584	75.33	24.67	1.263
42 Kankakee & Seneca.....	47,605	39,000		8,609		72,829	86.05	13.95	1.025
43 Peoria & Eastern.....	136,622	157,715		31,236	4,671	710,718	72.75	27.25	1.141
45 East St. Louis Connecting.....	47,688	30,515	12,143	5,000		176,052	72.96	27.04	1.45
46 Elgin, Joliet & Eastern.....	361,676	365,267	9,105	47,304		1,112,641	67.49	32.51	1.741
47 Fulton County Narrow Gauge.....	37,367	33,942	3,410	3,410	15	83,646	55.34	44.66	1.064
48 Illinois Central.....	2,533,317	942,459	290,811	787,905	512,342	10,257,002	75.43	24.57	1.012
49 Blue Island.....	5,000					5,000		100.00	49
50 Chicago, Havana & Western.....	136,028	136,028				136,028		100.00	50
51 Chicago, Madison & Northern.....	343,500	343,500				343,500		100.00	51
52 Rantoul.....	51,139	51,139				51,139		100.00	52
53 South Chicago.....	10,000	10,000				10,000		100.00	53
54 Indianapolis, Decatur & Western.....	70,945	22,800		17,200	30,945	233,142	69.43	30.57	1.025
55 Indiana, Illinois & Iowa.....	51,539	34,540	1,140	15,859		310,451	83.41	16.59	1.292

61	Iowa Central.	98,042	56,666	15,177	16,542	9,657	391,140	74,499	25,011	1,120
62	Jacksonville, Louisville & St. Louis.	20,316	6,752		13,564		180,298	88,733	11,277	620
63	Litchfield, Carrollton & Western.	3,734			2,536		60,549	93,391	6,611	592
64	Lake Erie & Western.	151,891	78,026		32,696	1,258	460,537	67,022	32,988	1,190
65	Lake Shore & Michigan Southern.	132,923	31,890	1,908	98,445	645	403,386	56,311	43,631	1,720
66	Lake Street Elevated.	250,041	235,925		14,116		557,206	17,337	52,463	580
67	Lake Shore & Bureau County.	8,117			884	7,223	20,210	11,677	88	33
68	Louisville & Nashville (I.).									
69	Louisville & Nashville (T.).	299,905	260,190		39,716		1,016,045	71,597	28,411	1,349
70	Southeast & St. Louis.	97,141	14,834	57,336	24,951		458,058	79,367	20,614	1,209
71	Michigan Central.	36,733	36,089			644	36,733		100,000	
72	Mobile & Northern Indiana.									
73	Mobile & Ohio (I.).									
74	Mobile & Ohio (T.).									
75	St. Louis & Cairo.	718,728	160,000		36,965	21,773	877,680	76,411	23,339	585
76	New York, Chicago & St. Louis.	70,109	27,195	182	37,579	5,153	157,976	58,393	41,077	1,721
77	Chicago & State Line.	100					400	100,000		
78	Pawnee.	3,599	3,183		417		14,552	72,377	27,631	848
79	Pennsylvania Co. (I.).									
80	Pennsylvania Co. (T.).	3,350	3,350				3,350	100,000		
81	Calumet River.	30,870	30,870				30,870	100,000		
82	Pittsburgh, Ft. Wayne & Chicago (F.).	252,142		124,665	127,477		1,189,953	79,438	20,557	1,887
83	South Chicago & Southern (F.).	7,063	7,063				7,063	100,000		
84	South Chicago & Southern (O. & F.).	42,516		36,434	3,551	2,534	42,516	100,000		
85	Peoria & Pekin Union.	274,843	157,155		27,261	90,427	641,487	58,779	41,211	1,980
86	Peoria, Decatur & Evansville.	367,294	276,692	30,131	42,041	18,897	920,108	59,988	40,021	1,150
87	Pittsburgh, Cincinnati, Chicago & St. Louis.	411,566	64,459		124,329	255,778	1,062,410	57,465	42,355	3,679
88	Englewood Connecting.	2,842					16,809	83,131	16,871	
89	Quincy, Omaha & Kansas City.	21,275	6,250		13,025	5,000	201,906	20,446	79,334	749
90	Rock Island & Peoria.	85,000	42,000		43,000		572,171	86,571	132,431	1,252
91	St. Louis, Alton & Terre Haute.	461,062	122,187	317,521	12,000	3,751	636,627	27,532	72,488	3,271
92	St. Louis & Carondelet.	337,706	39,100				337,706	100,000		
93	St. Louis & Eastern Illinois.	35,200	35,200				35,200	100,000		
94	St. Louis & Southern.	84,189	50,363				50,363	100,000		
95	St. Louis, St. Louis & Paducah.	57,881	47,829	10,000		52	57,881	100,000		
96	St. Louis Southern.	10,000	10,000				10,000	100,000		
97	St. Louis, Shawnee & Fulton.									
98	St. Louis, St. Louis & Southern.	101,971	83,438		16,033		15,161	100,000		
99	St. Louis, Chicago & St. Paul.	17,702	5,235		12,107		357,723	71,211	28,791	1,206
100	St. Louis, Indianapolis & Eastern (Op. I. & T. S.).	194,104	57,500	75,746	16,872		65,241	100,000	1,781	101
101	St. Louis, Indianapolis & Eastern (Op. T. & I. S.).	793,665	268,000	448,244	42,708	13,986	340,919	43,077	59,393	103
102	Terre Haute & Peoria (F.).	352,500	350,000			2,500	1,092,875	28,776	71,224	104
103	Terre Haute & Peoria (O. & F.).						352,000	100,000		
104	Terre Haute & Peoria (O. & F.).									
105	Terre Haute & Peoria (O. & F.).									
106	Terre Haute & Peoria (O. & F.).									
107	St. Louis, Vandalia & Terre Haute (F.).	397,813	311,430		61,533	21,350	397,813	100,000		
108	St. Louis, Vandalia & Terre Haute (O. & F.).	509,347		509,347			2,048,294	75,065	24,951	1,274
109	Terre Haute & Peoria (F.).	153,016	107,475	23,251	20,935	1,155	153,016	100,000		
110	Terre Haute & Peoria (O. & F.).	127,775			127,775		516,633	77,119	22,811	1,120
111	East St. Louis & Carondelet (F.).	14,000	14,000				14,000	100,000		
112	East St. Louis & Carondelet (O. & F.).	3,650			3,650		55,979	96,341	3,661	

TABLE V.—General Expenditures in Illinois—Continued.

B.—Fixed Charges and Summary of Operating Expenses and Fixed Charges.

NAME OF COMPANY.	12	13	14	15	16	17	18	19	20
	EXPENDITURES ASSIGNABLE TO FIXED CHARGES.					SUMMARY AND DEDUCTIONS.			
	DESIGNATION.					Total of operating expenses and fixed charges, Cols. 10+12	Proportion assignable to operation. 100×Col. 10÷Col. 17.....		Av'ge cost per train mile of all trains earning revenue. <i>Dollars and cents.</i>
	Amount Cols. 13+14+15+16.	Interest.	Rents.	Taxes.	Miscellaneous.		Proportion assignable to fixed charges. 100×Col. 12÷Col. 17.....		
110 Toledo, Peoria & Western.....	\$253,549	\$211,700	.....	\$41,849	.....	\$1,001,181	74.75	25.25	1.224
111 Toledo, St. Louis & Kansas City.....	255,043	216,000	.....	39,043	.....	880,480	71.04	18.96	1.251
112 Wabash.....	899,702	661,311	893,217	129,919	\$15,255	3,347,190	43.96	6.04	.886
113 Wabash, Chester & Western.....	40,476	34,500	.....	5,976	.....	92,912	56.67	43.33	.912
114 Wisconsin Central Company.....	413,533	.....	383,096	15,701	14,736	824,747	49.86	50.14	2.091
115 Wisconsin Central Company.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	\$24,414,806	\$15,011,658	\$3,026,453	\$4,214,389	\$2,162,106	\$73,923,483	66.89	33.11	1.339

(1) Inserted to show relation of following subsidiary lines.

(2) Estimated for Illinois.

TABLE IV.—*Passenger and Freight Traffic in*

1	2	3	4	5	6
PASSENGER TRAFFIC.					
NAME OF COMPANY.	Number of passen- gers carried earn- ing revenue	Number of passen- gers carried one mile	Average distance carried, in miles	Average amount received from each passenger <i>in dollars and cents</i>	Passenger earn- ings per mile of road
3 Atchison, Topeka & Santa Fé					81.348
5 Baltimore & Ohio (1)					
6 Baltimore & Ohio & Chicago	100,134	1,774,064	17.72	.58468	3.137
7 Baltimore & Ohio Southwestern	1,023,325	39,156,916	37.89	.64882	2.460
8 Belt Railway of Chicago					
10 Chicago & Alton	1,982,454	88,720,086	44.75	.93615	3.731
13 Chicago & Calumet					
14 Chicago & Eastern Illinois	2,631,957	34,573,907	13.14	.19650	2.276
17 Chicago & Grand Trunk	923,413	13,202,264	14.50	.17267	6.018
21 Chicago & Northwestern	1,863,907	42,928,283	23.80	.94126	1.808
22 Chicago & Northern Pacific					1.893
23 Chicago & South Side Rapid Transit	13,995,789			.05000	81.949
24 Chicago & Texas	42,747	699,251	15.89	.11869	314
25 Chicago, Burlington & Northern	96,264	4,428,153	46.00	.94203	1.036
26 Chicago, Burlington & Quincy (2)	7,078,720	259,360,058	26.90	.52701	1.381
23 Chicago Great Western					1.226
34 Chicago, Lake Shore & Eastern					
35 Chicago, Milwaukee & St. Paul					3.927
36 Chicago, Paducah & Memphis	41,645	467,450	11.00	.41000	216
37 Chicago, Peoria & St. Louis	277,116	7,992,730	31.69	.69152	479
38 Chicago, Rock Island & Pacific (3)	2,619,140	101,298,589	38.67	.81546	1.516
41 Cleveland, Cincinnati, Chi. & St. L.	1,462,005	53,715,009	36.70	.72313	2.657
42 Kankakee & Seneca	20,763	348,148	16.80	.47145	313
43 Peoria & Eastern	238,747	8,505,699	35.60	.79122	1.760
46 Elgin, Joliet & Eastern	30,022	546,551	18.21	.46364	126
47 Fulton County Narrow Gauge	34,493	699,786	23.60	.10950	358
48 Illinois Central	11,389,320	151,349,493	13.29	.21563	2.393
59 Indianapolis, Decatur & Western	102,843	3,535,762	34.38	.68315	1.211
60 Indiana, Illinois & Iowa	38,136	744,614	19.53	.50716	397
61 Iowa Central	125,691	2,225,940	18.00	.46805	752
63 Jacksonville, Louisville & St. Louis	134,069	3,004,024	22.40	.49888	502
64 Litchfield, Carrollton & Western	35,238	709,095	20.00	.62016	441
65 Lake Erie & Western	235,971	6,322,577	26.79	.63569	1.432
66 Lake Shore & Michigan Southern	1,144,694	7,291,983	6.38	.12161	15.212
67 Lake Street Elevated	10,841,384			.05000	81.338
69 Louisville & Nashville (1)					
70 Southeast & St. Louis	291,500	14,528,904	39.60	.91700	1.932
73 Michigan Central	356,261	6,871,463	19.29	.43610	3.414
75 Mobile & Ohio (1)					
76 St. Louis & Cairo	228,975	8,342,179	36.43	.67836	1.307
77 New York, Chicago & St. Louis	91,596	1,633,450	17.80	.46554	2.564
79 Pawnee	11,318	90,554	8.00	.23588	385
80 Pennsylvania Co. (1)					
82 Pittsburgh, Ft. Wayne & Chicago	126,010	3,605,516	28.60	.58199	6.062
83 South Chicago & Southern	121,192	496,610	4.09	.06421	829
84 Peoria & Pekin Union					
85 Peoria, Decatur & Evansville	348,492	7,956,051	24.98	.59812	789
88 Pittsburgh, Cincinnati, Chi. & St. L.	143,767	4,211,027	29.29	.58679	4.066
90 Quincy, Omaha & Kansas City	98,249	2,287,237	23.28	.78003	698
91 Rock Island & Peoria	185,469	4,795,814	25.86	.66821	1.220

Illinois for Year Ending June 30, 1896.

7	8	9	10	11	12	13	14	15	
FREIGHT TRAFFIC.				Freight earnings per mile of road..	Gross earnings from operation per mile of road.....	Expenses per mile of road.....	Net earnings per mile of road.....	Net loss per mile of road.....	
Number of tons of freight carried earning revenue.	Number of tons carried one mile..	Average distance hauled of one ton, in miles.....	Average amount received for each ton of freight, <i>including freights and cents</i>						
				83,222	\$4.673	\$4.061	\$611	1	
1,325,438	26,243,563	19.80	.06501	3,754	6,503	5,757	746	5	
1,560,257	235,873,119	151.47	1.01009	4,196	6,879	4,568	2,311	7	
				32,057	22,057	18,735	13,322	8	
3,265,367	437,666,820	134.03	1.19786	6,735	10,488	5,966	1,522	10	
					5,851	3,391	2,457	13	
2,662,374	350,285,275	131.60	.71094	7,190	9,692	5,189	4,203	14	
1,200,889	37,065,312	30.60	1.0004	7,508	13,635	13,482	153	17	
2,039,584	286,989,490	140.00	1.43265	4,924	6,758	4,161	2,597	21	
					15,972	5,033	10,939	22	
					81,949	60,472	21,477	23	
371,226	9,668,074	26.01	.36215	1,869	2,551	1,856	695	14	
1,004,563	74,020,719	73.50	.45427	4,181	5,267	4,335	932	25	
7,979,647	1,913,994,180	185.00	1.36800	2,918	4,552	2,783	1,669	26	
					3,783	5,021	4,566	455	33
1,958,118	176,230,620	90.00	.59379	7,251	7,251	3,194	3,846	34	
				10,013	14,029	7,765	6,264	35	
135,509	8,672,576	64.00	.52690	672	888	745	143	36	
1,141,637	104,973,596	90.64	.65480	1,601	2,680	1,569	1,511	37	
2,817,420	555,003,515	196.99	2.00409	3,162	4,769	3,195	1,574	38	
2,253,767	355,972,515	157.95	.99742	4,666	7,456	5,395	2,061	41	
420,841	11,966,644	28.44	.16477	1,648	2,066	1,179	587	42	
504,864	79,796,876	158.06	.95715	3,665	5,429	3,922	1,507	43	
3,093,098	185,907,648	60.10	.38800	7,218	7,466	4,516	2,950	46	
31,746	984,126	31.00	.63643	1,362	721	759	828	47	
8,025,273	1,195,774,281	149.00	1.03311	5,636	8,621	5,240	3,381	48	
134,460	13,977,828	103.95	1.10462	1,350	3,160	2,127	1,033	59	
727,558	39,619,685	54.99	.49733	4,988	5,121	3,388	1,733	60	
519,601	35,219,080	68.00	.74054	4,129	4,884	3,143	1,741	61	
151,658	6,842,774	49.21	.75515	898	1,579	1,198	381	63	
51,475	1,339,474	25.80	.71567	657	1,069	978	121	64	
374,414	59,490,764	158.89	1.00342	3,104	4,737	2,550	2,187	65	
2,988,136	27,233,816	9.11	.07316	17,588	33,247	17,291	13,956	66	
					81,338	44,333	37,005	67	
								69	
1,013,208	68,804,529	67.90	.59400	3,340	5,318	3,969	1,049	70	
1,919,855	39,537,640	21.00	.18000	7,174	10,588	7,355	3,233	73	
								75	
878,338	104,001,476	118.41	.73274	4,336	5,663	4,103	1,560	76	
866,742	10,151,356	11.70	.05748	2,713	5,285	4,786	499	77	
14,970	80,020	6.00	.50489	823	1,207	1,217		79	
								80	
371,497	44,207,675	28.60	.76958	17,518	29,199	57,454	28,265	82	
737,129	6,252,759	8.48	.07117	5,118	7,326	3,178	4,148	83	
								84	
554,190	45,000,126	81.20	.93367	1,765	2,554	1,886	668	85	
297,622	40,809,361	29.29	.88873	9,450	16,652	21,002	4,350	88	
131,692	5,145,206	39.07	1.45900	1,384	2,086	1,274	633	90	
639,089	35,201,022	55.08	.74186	4,018	5,259	4,129	494	91	

Table VI—

1	2	3	4	5	6
NAME OF COMPANY.	PASSENGER TRAFFIC.				
	Number of passengers carried earning revenue	Number of passengers carried one mile	Average distance carried, in miles.	Average amount received from each passenger, <i>Dollars and cents</i>	Passenger earnings per mile of road
92 St. Louis, Alton & Terre Haute (4)...	91,560	2,708,872	29.58	71597	346
100 St. Louis, Chicago & St. Paul	152,972	3,234,994	21.00	40939	676
101 St. L., Indianap. & E'n (Opp.I.&I.S.)	9,484	132,770	14.00	40035	77
103 St. Louis Merchants' Bridge Term'l.	448,556	1,928,791	4.30	28890	2,055
104 Term. Railroad Ass'n of St. Louis....	1,484,988	2,263,262	1.52	10520	128,965
106 Terre Haute & Indianapolis (1)					
107 St. Louis, Vandalia & Terre Haute	381,341	18,176,905	47.67	1,12303	4,390
108 Terre Haute & Peoria	189,710	3,891,549	20.51	51031	674
110 Toledo, Peoria & Western	476,682	11,696,522	24.54	58456	1,323
111 Toledo, St. Louis & Kansas City	192,641	7,945,016	41.00	70151	1,003
113 Wabash	1,180,680	52,988,993	44.90	91470	2,111
114 Wabash, Chester & Western	55,553	1,042,437	18.76	47498	529
115 Wisconsin Central Company	230,381	8,982,978	38.89	65837	3,326
Totals	65,304,964	1,000,241,353	24.59	50913	82,122

(1) Inserted to show relation of following subsidiary lines.

(2) Estimated for Illinois.

(3) Estimated for Illinois.

(4) Three months. Balance included in Illinois Central.

Concluded.

7	8	9	10	11	12	13	14	15
FREIGHT TRAFFIC.								
Number of tons of freight carried earning revenue.	Number of tons carried one mile.	Average distance haul of one ton, in miles.....	Average amount received for each ton of freight, <i>balloons and cents</i>	Freight earnings per mile of road.	Gross earnings from operation per mile of road.....	Expenses per mile of road.....	Net earnings per mile of road.....	Net loss per mile of road
419,311	23,984,586	57.20	.56055	\$1,007	81,378	8733	8645	92
307,657	14,163,335	46.00	.56397	1,580	2,618	2,304	315	100
52,532	1,156,704	22.00	.73344	705	782	820	38	101
1,404,486	6,025,100	4.30	.14866	24,108	33,191	16,992	16,202	103
3,409,987	11,969,054	1.52	.14283	320,420	534,065	196,868	337,196	104
								106
1,301,838	118,436,903	90.98	.76771	6,314	10,725	9,722	1,003	107
431,515	41,404,670	95.95	.71587	1,774	2,453	2,240	213	108
729,628	51,358,448	70.39	.81946	2,503	4,079	3,018	1,061	110
506,766	129,910,362	239.00	1.22629	3,447	4,450	3,469	981	111
2,033,570	406,261,785	199.80	1.39010	2,111	6,615	4,850	1,765	113
102,488	3,000,960	29.57	.56405	892	1,421	809	612	114
903,732	46,338,004	51.20	.51780	7,110	10,620	6,273	4,347	115
63,776,151	7,474,397,684	116.59	.78041	\$4,684	\$6,806	\$4,638	\$2,168	

TABLE VII—Classified Freight Traffic in Illinois in Tons, for Year Ending June 30, 1896.

NAME OF COMPANY.	PRODUCTS OF AGRICULTURE.							PRODUCTS OF ANIMALS.						
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Grain	Flour	Other mill products	Hay	Tobacco	Cotton	Fruit and vegetables	Live stock	Dressed meats	Other packing-house products	Poultry, game and fish	Wool	Hides and leather	
1 Atchafalaya, Topeka & Santa Fe														
2 Baltimore & Ohio (3)	85,295	31,476		7,180	1,265	102	760	30,890	25,462	9,023				1
3 Baltimore & Ohio (3)	171,515	29,320		18,633	19,841	13,416	26,248	3,576	48,241	10,442		4,416	4,874	5
4 Baltimore & Ohio (3)	152,065	30,887		42,120	5,304	55,410	12,547	127,354	30,805	2,211		3,469	3,907	6
5 Chicago & Eastern Illinois	241,311	8,172		11,615	19,252	1,078	25,720	36,757	89,809	6,561		958	1,290	7
6 Chicago & Eastern Illinois	334,759	8,242		19,445	8,175	328	14,111	247,611	92,613	29,269		1,059	82	8
7 Chicago & North Western	328,543	18,274		72,385	127,428	2,821	136,936	276,461	30,317	45,582		1,439	287	9
8 Chicago & Texas	3,538	3,538		1,862	7,382	2,711	2,755	634	22	12		7,019	20,521	10
9 Chicago, Paducah & Memphis							15,658							11
10 Chicago, Peoria & St. Louis	65,150	3,899		4,269	6,471	242	2,400	1,672	257	757			3,063	12
11 Cleveland, Cincinnati, Chi. & St. L.	277,120	66,881		39,968	27,733	122	30,544	93,572	31,295	10,353		572	1,931	13
12 Kankakee & Seneca	112,569	79,515		3,568	4,962	611	3,393	7,964	2,911	1,913		1,903	5,187	14
13 Peoria & Eastern	146,184	12,352		18,947	6,774	579	6,063	31,246	11,841	663		308	1,257	15
14 Elgin, Joliet & Eastern	336,078	3,501		77,797	1,704	3,067	1,295	3,222					757	16
15 Fulton County Narrow Gauge	7,888	224		250		18	2,061	2,428						17
16 Illinois Central	1,467,319	105,226		69,317	78,962	10,566	215,392	278,119	11,732	97,971		8,338	20	18
17 Indianapolis, Decatur & Western							58,860							19
18 Indiana, Illinois & Iowa	84,710	1,231		813	1,805	54	15,971	18,630	32	443		89	10	20
19 Iowa Central	290,579	13,750		29,911	8,166	319	12,190	19,606	119,629	33,987		3,367	8,316	21
20 Lake Erie & Western	15,436	4,460		1,465	1,122		3,072	30,621	103	3,714			521	22
21 Lake Erie & Western	71,295	3,329		8,201	3,920	2,179	3,292	3,863	1,037	584		18	21	23
22 Lake Shore & Michigan Southern	298,968	19,922		22,728	29,687	2,325	2,339	8,332	92,631	12,987		6,871	15,121	24
23 Louisville & Nashville (3)							52,364	107,318						25
24 Southern	118,456	47,961		22,730	168	553	3,365	24,065		9,083			11,183	26
25 Michigan Central	325,215	51,926		17,788	1,900		29,224	31,836	33,943	171,496		3,769		27
26 Mobile & Ohio (3)														28
27 St. Louis & Cairo	75,901													29
28 New York, Chicago & St. Louis	118,456	19,151		30,576	7,190	575	3,906	31,971	190,322	53,971		568	7,751	30
29 Panhandle	7,478	150			32		23,363	1,379				1		31
30 Pennsylvania Co (3)							73							32
31 Pittsburgh, Ft. Wayne & Chicago	11,056	5,598		2,571	2,619	77	1,944	5,292	556	1,561			466	33
32 South Chicago & Southern	4,741	456		1,162	112		52			2			84	34

TABLE VII.—Classified Freight Traffic in Illinois, 1896.—Continued.

NAME OF COMPANY	MANUFACTURES.											57	
	15	16	17	18	19	20	21	22	23	24	25	26	
	Oils	Sugar	Naval stores...	Iron, pig and bloom	Iron and steel rails	Machinery, etc.	Bar and sheet metal	Cement, brick and lime	Agricultural implements...	Wagons, carriages, tools, etc.	Wines, liquors, beers, etc.	Household goods and furniture	Tile
1. Atchison, Topeka & Santa Fe													
5. Baltimore & Ohio	16,765	9,825	3,386	28,120	9,233	19,840	50,381	19,005	746	3,823	3,011	345	
6. Baltimore & Ohio & Chicago	17,877	6,363	1,268	13,342	11,086	25,756	51,458	40,837	2,325	11,622	20,808	1,094	
7. Baltimore & Ohio Southwestern				44,107			2,190	11,614	5,601		944	2,377	5,672
10. Chicago & Alton				20,472	17,112	9,134	5,286	39,387	7,546	3,302	6,620	3,004	6,036
11. Chicago & Eastern Illinois	78,306	130											
14. Chicago & Erie													
17. Chicago & Grand Trunk	4,233	11,060	24	9,814	10,814	7,227	489	2,804	3,206	1,049	5,715	1,082	
21. Chicago & Northwestern	158,333	19,994	153	163,355	28,365	87,154	130,143	127,736	63,376	117,926	20,329	20,876	21,110
24. Chicago & Texas	328	117		493	6,614	13,082	12,136	22,730	5,440	2,336	7,429	292	
33. Chicago Great Western	56,539	6,763		299,702	6,410	9,451	14,226	121,615				9,470	
34. Chicago, Lake Shore & Eastern	15,281												
35. Chicago, Milwaukee & St. Paul													
37. Chicago, Peoria & St. Louis	1,790	576		6,900	118	2,982	1,904	11,274	1,170	796	6,361	1,096	
38. Chicago, Rock Island & Pacific	71,998	25,774			70,829	16,756	53,323	215,841	28,999	19,572	23,332	13,525	15,208
41. Cleveland, Cincinnati, Chicago & St. L.	35,579	27,201	6,814	48,834	4,064	87,049	44,362	66,106	7,222	3,089	26,354	7,580	14,999
42. Kankakee & Seneca	1,033	1,127	1,128	9,728	431	13,840	31,130	7,539	5,700	1,113	1,848	639	955
43. Peoria & Eastern	6,500	9,749		6,288	3,313	19,228	11,201	8,648	989		11,550	1,621	4,206
46. Elgin, Joliet & Eastern	1,056			91,367		9,745		10,631			993	1,155	1,578
47. Fulton County Narrow Gauge	126	190		10	2	97	9	384	113	12	3	105	15
48. Illinois Central	94,081	40,468	25,535	81,419	24,305	86,769	100,395	96,940	22,642	11,938	36,827	27,877	30,815
59. Indianapolis, Decatur & Western	946	63	27	1,448	1,908	806		829	761	951	481	65	
60. Indiana, Illinois & Iowa	5,777	3,563		1,655	1,488	5,148	4,771	4,086	6,685	3,317	1,006	1,012	
61. Iowa Central	7,009	2,391		364	1,414	1,016	127	1,792	5,845	826	2,051	2,516	312
63. Jacksonville, Louisville & St. Louis		892		2,018	1,010	1,255		1,692	102	185	736	1,348	
64. Lake Erie & Western	13												
65. Lake Erie & Western	21,935	339		2,258	686	8,153	17,204	7,346	817	317	3,136	340	231
66. Lake Shore & Michigan Southern	97,315	20,331		78,439	2,802	109,067	72,198	39,976	24,579	120,516	22,490	50,197	81,7
68. LaSalle & Bureau County													
69. Louisville & Nashville													
70. Southeast & St. Louis	11,247	1,758	872	5,449	15,603		114	20,800	1,394	6,919	4,463	1,599	
73. Michigan Central	58,256	26,122		19,881	1,338	32,749	28,435	215,363	12,632	236,072	13,829	10,482	787

[illegible]

	823	363	8	1,323	78	10	57	3	1,123	5,013
68 LaSalle & Bureau County.....										
69 Louisville & Nashville (3).....	384,631			54	4,741	663	10,000		249,630	840,817
70 Southeast & St. Louis.....		16,248	179	84	48,869	20,115	106,332		287,230	1,919,855
73 Michigan Central.....	140,226							63,278		
75 Mobile & Ohio (2).....									4,014	885,763
76 St. Louis & Cairo.....	188,721	26			464	12,117	217,749	315,180		895,742
77 New York, Chicago & St. Louis.....	167,775	26					34,743	62,887		11,670
79 Pawnee.....	63	3,206			71	60	671	241	308	
80 Pennsylvania Co. (3).....										
81 Pittsburgh, Ft. Wayne & Chicago.....	4,325	80,420	48,461	46,292	33,255	1,133	13,524	2,363	12,739	371,497
82 South Chicago & Southern.....	205	7,792	185,694	2,156	373,149	137	9,577	1,328	42,050	577,129
83 South & Pekin Union.....	69	177,513	13		295	87	1,311	3,181	22,124	200,173
84 Peoria, Decatur & Evansville.....	9,344	70,610	13		11,776	1,502	88,032	23,465	22,333	554,199
85 Pittsburgh, Chicago, Cincinnati & St. Louis.....	5,398	82,384	14,836	2,605	25,791		16,118	6,091	52,691	527,622
91 Rock Island & Peoria.....	20,165	213,789	4,538		6,513	821	53,678	27,434	23,671	629,089
92 St. Louis, Alton & Terre Haute.....	209	243,200	294	12	5,212	2,515	51,802	19,917	16,268	119,311
93 St. Louis, Belleville & Southern.....	62	38,087			911	80	584		563	40,666
99 St. Louis, Chicago & St. Paul.....	2,062	56,575	4,342	158	67,497	618	11,012	30,585	9,727	307,637
101 St. Jo, Indianapolis & Eastern (Opp. I. & E.).....		20			197	75	1,841	158	213	3,342
102 St. Louis & Eastern.....	29	125,294		286	20,975		58,357	97,542	151,746	1,401,186
103 St. Louis Merchants' Bridge Terminal.....	25,758						91,430		119,260	3,409,987
106 Terminal Railroad Association of St. Louis.....	149,041	1,286,427		26,976	164,785			143,941		
107 Terre Haute & Peoria.....			53,197	32,012	24,384	10,782	118,771	89,804	18,554	1,301,838
108 Terre Haute & Indianapolis.....	6,743	324,891					32,247	17,017	5,971	431,515
109 Terre Haute & Evansville.....	5,912	331,289	3,776	36	6,032	745	28,396	9,261	13,790	729,628
110 Toledo, Peoria & Western.....	36,721	124,732	2,647		18,171	3,138	66,542	9,261	38,798	506,766
111 Toledo, St. Louis & Kansas City.....	12,158	53,965	1,158	872	13,077	9,871	119,073	118,168	271,239	2,293,570
112 Wabash, St. Louis & Western.....	32,320	154,019	10,270	870	48,075		6,408	3,475	1,676	102,488
113 Wabash, Chester & Western.....	1,450	34,597	496		13,496	271				
115 Winson in Central Company.....	1,053	36,105	3,426		19,385	581	119,284	36,226	296,531	963,732
Totals.....	1,756,588	13,896,187	2,408,349	666,713	2,565,757	320,759	3,611,783	3,138,597	673,640	15,016,194
										167,470

(1) Estimated for Illinois.

(2)

(3) Inserted to show relation of following subsidiary lines.

TABLE VIII—*Number of Employés and Salaries, Year*

1	2	3	4	5	6	7	8	9
NAME OF COMPANY.								
	General officers.	General office clerks.	Station agents.	Other station men.	Enginemen.	Firemen.	Conductors.	Other trainmen.
1 Atchison, Topeka & Santa Fe	23	83	63	208	70	67	51	108
5 Baltimore & Ohio (2)								
6 Baltimore & Ohio & Chicago			5	85	7	6	6	14
7 Baltimore & Ohio Southwestern	10	58	90	321	78	78	68	122
8 Belt Railway of Chicago		12	8	22	39	35	23	35
10 Chicago & Alton	21	86	110	467	155	166	115	258
11 Joliet & Chicago	2							
13 Chicago & Calumet Terminal	4	7	10	5	13	13	14	23
14 Chicago & Eastern Illinois	14	101	69	145	107	109	66	147
15 Chicago & Western Indiana	8	28	9	96			15	16
16 Chicago & Erie	19	40	57	106	116	123	70	158
17 Chicago & Grand Trunk	2	7	6	28	14	13	10	20
20 Chicago & Indiana State Line	6	1						
21 Chicago & Northwestern	19	460	152	1,067	343	383	232	408
22 Chicago & Northern Pacific	10	22	16	58	14	17	11	21
23 Chicago & South Side Rapid Transit	7	11	77	38	42	46	26	87
24 Chicago & Texas	4	7	6	6	8	7	3	7
25 Chicago, Burlington & Northern		12	13	8	8	8	4	8
26 Chicago, Burlington & Quincy	13	412	246	997	381	408	254	590
33 Chicago Great Western			29	37	26	26	20	46
34 Chicago, Lake Shore & Eastern	8	13	5	28	65	63	10	15
35 Chicago, Milwaukee & St. Paul	12	46	125	150	127	138	96	200
36 Chicago, Paducah & Memphis	5	3	16		4	4	4	8
37 Chicago, Peoria & St. Louis	13	36	28	63	37	37	33	51
38 Chicago, Rock Island & Pacific	29	253	54	438	137	137	66	195
39 Peoria & Bureau Valley	4	1						
41 Clevland, Cincinnati, Chicago & St. Louis	33	348	110	312	109	109	67	149
42 Kankakee & Seneca	1	2	6	2	2	2	2	4
43 Peoria & Eastern	4	10	24	17	21	21	15	32
45 East St. Louis Connecting	5	5	1	17	8	8	5	8
46 Elgin, Joliet & Eastern	9	49	23	38	40	40	26	53
47 Fulton County Narrow Gauge	3		7		2	2	2	3
48 Illinois Central	19	228	480	2,139	402	399	315	529
59 Indianapolis, Decatur & Western	12	8	19	8	8	9	5	13
60 Indiana, Illinois & Iowa	9	29	12	38	20	24	15	31
61 Iowa Central	1	2	20	18	12	12	10	17
64 Litchfield, Carrollton & Western	3		13	2	4	5	5	6
65 Lake Erie & Western			22	26	17	16	12	25
66 Lake Shore & Michigan Southern	1	21	7	357	28	29	7	7
67 Lake Street Elevated	3	5	92	12	30	30	27	29
69 Louisville & Nashville								
70 Southeast & St. Louis	3	8	27	83	27	25	18	33
73 Michigan Central	2	53	6	192	25	27	3	4
74 Joliet & Northern Indiana	4							
75 Mobile & Ohio (2)								
76 St. Louis & Cairo	11	25	28	39	37	42	27	61
77 New York, Chicago & St. Louis			2	3	15	15	5	7
79 Pawnee	1		2		1	1	1	

Table VIII—

1	2	3	4	5	6	7	8	9
NAME OF COMPANY.	General officers.	General office clerks.	Station agents.	Other station men.	Enginemen.	Firemen.	Conductors.	Other trainmen.
80 Pennsylvania Co. (2)	4							
81 Calumet River	2	6	23	42	35	40	44	58
82 Pittsburgh, Ft. Wayne & Chicago			1	1	1	1	1	2
83 South Chicago & Southern			3	80	26	27	1	3
84 Peoria & Pekin Union	11	43	57	32	29	34	19	50
85 Peoria, Decatur & Evansville	2	10	11	189	25	25	26	17
88 Pittsburgh, Cincinnati, Chic. & St. Louis								
89 Englewood Connecting								
90 Quincy, Omaha & Kansas City	7	6	24	10	8	8	6	13
91 Rock Island & Peoria	6	11	26	24	16	16	13	21
92 St. Louis, Alton & Terre Haute (1)								
93 St. Louis, Belleville & Southern	3	8		1	4	5	2	3
96 St. Louis, Chicago & St. Paul	6	14	25	14	13	12	10	15
101 St. Louis, Indianap. & E'n (Opp. I.&L.S.)								
103 St. Louis Merchants' Bridge Terminal	5	5	3	56	23	24	5	19
104 Terminal Railroad Association of St. Louis	6	6	2	360	50	60	15	19
106 Terre Haute & Indianapolis (2)								
107 St. Louis, Vandalia & Terre Haute	12	111	30	284	51	52	35	68
108 Terre Haute & Peoria	12	10	27	24	17	17	13	31
109 East St. Louis & Carondelet		5	1	6	5	6		
110 Toledo, Peoria & Western	5	25	49	36	32	32	23	44
111 Toledo, St. Louis & Kansas City	14	46	100	97	78	88	48	129
113 Wabash	11	84	125	270	138	142	88	182
114 Wabash, Chester & Western	2	3	12		3	3	3	6
115 Wisconsin Central Co.			15	87	12	11	8	16
Totals	471	2,915	2,631	9,750	3,115	3,303	2,121	4,419

- (1) Included in report of the Illinois Central R. R. Co.
 (2) Inserted to show relation of following subsidiary lines.

Concluded.

10	11	12	13	14	15	16	17	18	19	20	21	22	23
ILLINOIS.										WHOLE LINE.			
Machinists.....	Carpenters.....	Other shipmen.....	Section foremen.....	Other trackmen.....	Switchmen, flagmen and watchmen.....	Telegraph operators and dispatchers.....	Employés, including floating equipment.....	All other employees and laborers.....	Grand totals, exclusive of 18, inclusive.....	Total yearly compensation.....	Grand total.....	Total yearly compensation.....	Total yearly compensation.....
11	79	287	11	76	200	20	27	1,431	4	8864,753 82	8,630	84,890,559 15	90
7	18	70	2	8	8	5	1	32	32	13,400 02	32	13,400 02	91
56	51	51	46	120	103	17	12	491	491	295,231 10	491	295,231 10	92
7	8	73	14	61	241	12	27	748	748	314,597 13	712	309,522 09	93
3	5	12	22	38	7	4	1	8	8	468,900 62	10,347	6,501,210 92	94
13	12	26	21	80	13	9	14	183	183	3,581 11	8	3,581 11	95
2	1	.....	4	28	2	.....	50	366	366	96,150 72	183	96,150 72	96
5	35	29	17	76	10	14	26	321	321	222,485 40	366	222,485 40	97
7	28	31	5	38	85	18	52	404	404	10,108 40	71	10,108 40	98
35	41	65	18	96	203	25	460	1,470	1,470	192,840 96	321	192,840 96	99
23	47	127	36	187	45	63	26	1,197	1,197	679,794 22	1,197	679,794 22	100
10	19	17	25	74	7	11	20	310	310	181,010 10	340	181,010 10	101
2	.....	.....	2	9	9	.....	12	51	51	27,192 56	51	27,192 56	102
12	29	45	29	161	6	34	80	646	646	339,881 16	646	339,881 16	103
41	78	333	90	389	99	42	84	1,788	1,788	871,415 46	1,788	871,415 46	104
144	98	401	110	420	169	90	196	2,668	2,668	1,725,198 12	8,005	5,175,595 27	105
3	7	3	9	16	1	.....	4	75	75	40,020 67	75	40,020 67	106
.....	.....	.....	8	43	31	8	10	249	249	151,633 10	219	151,633 10	107
2,854	3,410	8,587	2,274	12,008	5,508	1,844	50	6,983	72,246	840,762,247 20	226,275	8121,885,584 01	110

TABLE IX.—Average Daily Compensation of

1	2	3	4	5	6
NAME OF COMPANY.	General officers.....	General office clerks.....	Station agents.....	Other stationmen.....	Enginemen.....
1 Atchison, Topeka & Santa Fé.....	\$2 19	\$2 71	\$1 79	\$1 72	\$3 98
5 Baltimore & Ohio (3).....					
6 Baltimore & Ohio & Chicago.....			3 06	1 81	4 24
7 Baltimore & Ohio Southwestern.....	26 08	1 85	1 70	1 43	3 36
8 Belt Railway of Chicago.....		2 08	2 04	1 44	2 81
10 Chicago & Alton.....	12 38	3 03	1 63	1 56	4 62
11 Chicago & Joliet.....	1 20				
13 Chicago & Calumet Terminal.....	3 65	1 05	1 63	1 44	3 51
14 Chicago & Eastern Illinois.....	22 67	2 35	1 43	1 75	3 03
15 Chicago & Western Indiana.....	14 92	2 57	2 88	1 68	
16 Chicago & Erie.....	10 14	1 88	1 56	1 49	3 36
17 Chicago & Grand Trunk.....	17 42	1 49	1 75	1 62	4 14
20 Chicago & Indiana State Line.....		51			
21 Chicago & Northwestern.....	24 81	2 28	2 19	1 73	3 56
22 Chicago & Northern Pacific.....	6 41	1 87	1 41	1 63	3 95
23 Chicago & South Side Rapid Transit.....	7 83	2 02	1 50	1 42	3 50
24 Chicago & Texas.....	8 15	1 82	1 50	1 14	3 95
25 Chicago, Burlington & Northern.....		3 46	1 65	1 79	3 50
26 Chicago, Burlington & Quincy.....	6 91	2 46	1 61	1 55	3 14
33 Chicago Great Western.....			1 72	1 42	3 48
34 Chicago, Lake Shore & Eastern.....	17 66	2 27	3 00	1 97	3 72
35 Chicago, Milwaukee & St. Paul.....	27 32	1 75	1 73	1 62	3 73
36 Chicago, Paducah & Memphis.....			1 61		3 00
37 Chicago Peoria & St. Louis.....	7 16	1 95	1 75	1 53	3 30
38 Chicago, Rock Island & Pacific.....	39 86	2 37	2 23	1 66	3 78
41 Cleveland, Cincinnati, Chicago & St. Louis.....	23 49	2 17	1 80	1 50	4 03
42 Kankakee & Seneca.....	22 87	1 44	1 54	1 70	3 97
43 Peoria & Eastern.....	23 18	2 37	1 35	1 46	4 14
45 East St. Louis Connecting.....	3 33	2 14	3 55	1 47	3 25
46 Elgin, Joliet & Eastern.....	20 78	2 31	2 06	1 57	3 66
47 Fulton County Narrow Gauge.....	2 65	1 28		2 50	1 52
48 Illinois Central.....	11 88	2 07	1 65	1 63	3 58
49 Blue Island (1).....					
59 Indianapolis, Decatur & Western.....	16 16	1 80	1 53	1 38	3 81
60 Indiana, Illinois & Iowa.....	7 48	1 79	1 57	1 48	3 71
61 Iowa Central.....	6 37	1 97	1 47	1 79	3 77
64 Litchfield, Carrollton & Western.....	1 76	1 19	91	86	3 97
65 Lake Erie & Western.....			1 81	1 45	3 95
66 Lake Shore & Michigan Southern.....	11 57	2 77	2 47	2 38	3 32
67 Lake Street Elevated.....	8 13	1 96	1 38	1 25	3 17
69 Louisville & Nashville (3).....					
70 Southeast & St. Louis.....	5 82	1 43	1 41	1 56	3 86
73 Michigan Central.....	13 15	2 88	3 24	1 60	2 83
75 Mobile & Ohio (3).....					
76 St. Louis & Cairo.....	16 01	2 53	1 61	1 78	4 12
77 New York, Chicago & St. Louis.....			5 36	3 28	3 45
79 Pawnee.....	2 87		67		2 10
80 Pennsylvania Co. (3).....					
82 Pittsburgh, Ft. Wayne & Chicago.....	24 11	2 82	3 12	1 76	3 20
83 South Chicago & Southern.....			1 97	66	3 87
84 Peoria & Pekin Union.....	9 73	1 61	3 65	1 38	2 89
85 Peoria, Decatur & Evansville.....	20 46	1 88	1 13	1 32	3 93

Employees, for the Year Ending June 30, 1896.

7	8	9	10	11	12	13	14	15	16	17	18	
Firemen.....	Conductors.....	Other trainmen.....	Mechanics.....	Carpenters.....	Other shopmen.....	Section foremen.....	Other trackmen.....	Switchmen, flagmen and watchmen.....	Telegraph operators and dispatchers.....	Employees—Account floating equipment.....	All other employees and laborers.....	
22 52	33 51	32 01	32 44	32 59	31 73	31 69	31 26	31 97	32 79	.....	32 07	1
52	51	01	44	59	73	69	26	97	79	.....	07	5
33	32	32	35	35	35	35	35	35	35	.....	35	6
33	32	32	35	35	35	35	35	35	35	.....	35	7
33	32	32	35	35	35	35	35	35	35	.....	35	8
33	32	32	35	35	35	35	35	35	35	.....	35	10
33	32	32	35	35	35	35	35	35	35	.....	35	11
33	32	32	35	35	35	35	35	35	35	.....	35	13
33	32	32	35	35	35	35	35	35	35	.....	35	14
33	32	32	35	35	35	35	35	35	35	.....	35	15
33	32	32	35	35	35	35	35	35	35	.....	35	16
33	32	32	35	35	35	35	35	35	35	.....	35	17
33	32	32	35	35	35	35	35	35	35	.....	35	20
33	32	32	35	35	35	35	35	35	35	.....	35	21
33	32	32	35	35	35	35	35	35	35	.....	35	22
33	32	32	35	35	35	35	35	35	35	.....	35	23
33	32	32	35	35	35	35	35	35	35	.....	35	24
33	32	32	35	35	35	35	35	35	35	.....	35	25
33	32	32	35	35	35	35	35	35	35	.....	35	26
33	32	32	35	35	35	35	35	35	35	.....	35	33
33	32	32	35	35	35	35	35	35	35	.....	35	34
33	32	32	35	35	35	35	35	35	35	.....	35	35
33	32	32	35	35	35	35	35	35	35	.....	35	37
33	32	32	35	35	35	35	35	35	35	.....	35	38
33	32	32	35	35	35	35	35	35	35	.....	35	41
33	32	32	35	35	35	35	35	35	35	.....	35	42
33	32	32	35	35	35	35	35	35	35	.....	35	43
33	32	32	35	35	35	35	35	35	35	.....	35	45
33	32	32	35	35	35	35	35	35	35	.....	35	46
33	32	32	35	35	35	35	35	35	35	.....	35	47
33	32	32	35	35	35	35	35	35	35	.....	35	48
33	32	32	35	35	35	35	35	35	35	.....	35	49
33	32	32	35	35	35	35	35	35	35	.....	35	50
33	32	32	35	35	35	35	35	35	35	.....	35	51
33	32	32	35	35	35	35	35	35	35	.....	35	52
33	32	32	35	35	35	35	35	35	35	.....	35	53
33	32	32	35	35	35	35	35	35	35	.....	35	54
33	32	32	35	35	35	35	35	35	35	.....	35	55
33	32	32	35	35	35	35	35	35	35	.....	35	56
33	32	32	35	35	35	35	35	35	35	.....	35	57
33	32	32	35	35	35	35	35	35	35	.....	35	58
33	32	32	35	35	35	35	35	35	35	.....	35	59
33	32	32	35	35	35	35	35	35	35	.....	35	60
33	32	32	35	35	35	35	35	35	35	.....	35	61
33	32	32	35	35	35	35	35	35	35	.....	35	62
33	32	32	35	35	35	35	35	35	35	.....	35	63
33	32	32	35	35	35	35	35	35	35	.....	35	64
33	32	32	35	35	35	35	35	35	35	.....	35	65
33	32	32	35	35	35	35	35	35	35	.....	35	66
33	32	32	35	35	35	35	35	35	35	.....	35	67
33	32	32	35	35	35	35	35	35	35	.....	35	68
33	32	32	35	35	35	35	35	35	35	.....	35	69
33	32	32	35	35	35	35	35	35	35	.....	35	70
33	32	32	35	35	35	35	35	35	35	.....	35	71
33	32	32	35	35	35	35	35	35	35	.....	35	72
33	32	32	35	35	35	35	35	35	35	.....	35	73
33	32	32	35	35	35	35	35	35	35	.....	35	74
33	32	32	35	35	35	35	35	35	35	.....	35	75
33	32	32	35	35	35	35	35	35	35	.....	35	76
33	32	32	35	35	35	35	35	35	35	.....	35	77
33	32	32	35	35	35	35	35	35	35	.....	35	78
33	32	32	35	35	35	35	35	35	35	.....	35	79
33	32	32	35	35	35	35	35	35	35	.....	35	80
33	32	32	35	35	35	35	35	35	35	.....	35	81
33	32	32	35	35	35	35	35	35	35	.....	35	82
33	32	32	35	35	35	35	35	35	35	.....	35	83
33	32	32	35	35	35	35	35	35	35	.....	35	84
33	32	32	35	35	35	35	35	35	35	.....	35	85

Table IX.—

1	2	3	4	5	6
NAME OF COMPANY.	General officers.....	General office clerks	Station agents.....	Other stationmen...	Enginemen.....
88 Pittsburgh, Cincinnati, Chicago & St. Louis.....	\$8 70	\$2 54	\$2 87	\$1 84	\$3 49
89 Englewood Connecting.....	1 74	1 39	1 41	1 23	3 49
90 Quincy, Omaha & Kansas City.....	7 11	2 09	1 82	1 40	3 15
91 Rock Island & Peoria.....					
92 St. Louis, Alton & Terre Haute (2).....	3 19				
93 Belleville & Southern Illinois.....	4 72	1 41	2 00	1 00	2 88
99 St. Louis, Belleville & Southern.....	5 19	1 52	1 41	1 37	3 61
100 St. Louis, Chicago & St. Paul.....	3 83	2 32	3 89	1 64	3 50
103 St. Louis Merchants' Bridge Terminal.....	16 17	3 29	5 57	2 25	3 30
104 Terminal Railroad Association of St. Louis.....					
106 Terre Haute & Indianapolis (3).....	1 31	1 04	1 77	1 47	3 62
107 St. Louis, Vandalia & Terre Haute.....	2 21	1 74	1 26	1 11	3 06
108 Terre Haute & Peoria.....	1 25	1 23	2 50	1 63	3 22
109 East St. Louis & Carondelet.....	19 68	2 19	1 84	1 69	3 59
110 Toledo, Peoria & Western.....	7 68	1 88	1 07	1 31	3 67
111 Toledo, St. Louis & Kansas City.....	14 42	2 66	1 83	1 62	3 90
113 Wabash.....	4 31	1 97	1 46		3 68
114 Wabash, Chester & Western.....			1 70	1 43	3 11
115 Wisconsin Central Company.....					

(1) Included in report of Illinois Central R. R. Co.

(2)

(3) Inserted to show relation of following subsidiary lines.

TABLE X—Description of Equipment, Whole

1	2	3	4	5	6	7
NAME OF COMPANY.	LOCOMOTIVES.					
	Passenger.....	Freight.....	Switching.....	Totals, Cols. 2 + 3 + 4.....	Equipped with train brake.....	Fitted with automatic coupler.....
1 Atchison, Topeka & Santa Fé.....	338	421	80	839	829	.....
5 Baltimore & Ohio (1).....	.....	.....	.....	.....	.....	.....
7 Baltimore & Ohio Southwestern.....	67	123	30	220	209	77
8 Belt Railway of Chicago.....	.....	.....	.....	.....	.....	.....
10 Chicago & Alton.....	13	160	36	209	205	.....
13 Chicago & Calumet.....	3	9	8	20	20	.....
14 Chicago & Eastern Illinois.....	38	80	20	138	116	.....
15 Chicago & Western Indiana.....	.....	.....	3	3	.....	.....
16 Chicago & Erie.....	23	57	15	95	95	55
17 Chicago & Grand Trunk.....	24	86	21	131	131	.....
21 Chicago & Northwestern.....	217	597	196	1,010	1,001	.....
22 Chicago & Northern Pacific.....	13	.....	11	24	24	.....
23 Chicago & South Side Rapid Transit.....	46	.....	.....	46	46	.....
24 Chicago & Texas.....	12	3	5	10	10	5
25 Chicago, Burlington & Northern.....	12	38	8	58	58	29
26 Chicago, Burlington & Quincy.....	77	319	102	498	498	353
27 Chicago & Iowa.....	6	7	1	14	14	5
32 St. Louis, Rock Island & Chicago.....	10	17	3	30	30	4
33 Chicago Great Western.....	.....	97	.....	97	95	.....
34 Chicago, Lake Shore & Eastern.....	.....	10	47	57	14	.....
35 Chicago, Milwaukee & St. Paul.....	227	502	104	833	675	.....
36 Chicago, Paducah & Memphis.....	12	2	.....	4	.....	.....
37 Chicago, Peoria & St. Louis.....	9	18	6	33	28	.....
38 Chicago, Rock Island & Pacific.....	139	319	106	564	493	.....
41 Cleveland, Cincinnati, Chicago & St. L.....	126	242	104	472	437	177
43 Peoria & Eastern.....	18	41	8	67	67	59
45 East St. Louis Connecting.....	.....	.....	7	7	8	.....
46 Elgin, Joliet & Eastern.....	1	35	13	49	45	.....
47 Fulton County Narrow Gauge.....	1	4	.....	5	.....	.....
48 Illinois Central.....	297	348	95	650	609	61
59 Indianapolis, Decatur & Western.....	6	9	3	18	11	6
60 Indiana, Illinois & Iowa.....	2	19	4	25	25	.....
61 Iowa Central.....	10	45	5	60	56	.....
63 Jacksonville, Louisville & St. Louis.....	5	3	.....	8	.....	.....
64 Litchfield, Carrollton & Western.....	1	1	.....	2	2	.....
65 Lake Erie & Western.....	30	67	20	117	64	.....
66 Lake Shore & Michigan Southern.....	115	273	166	554	371	245
67 Lake Street Elevated.....	32	.....	.....	32	.....	.....
69 Louisville & Nashville (1).....	.....	.....	.....	.....	.....	.....
70 Southeast & St. Louis.....	7	11	11	32	.....	.....
73 Michigan Central.....	180	243	68	491	366	220
75 Mobile & Ohio (1).....	.....	.....	.....	.....	.....	.....
76 St. Louis & Cairo.....	3	7	3	13	13	.....
77 New York, Chicago & St. Louis.....	26	98	14	138	116	70
79 Pawnee.....	1	1	.....	2	1	.....
80 Pennsylvania Co. (1).....	.....	.....	.....	.....	.....	.....
82 Pittsburg, Ft. Wayne & Chicago.....	74	203	60	337	337	74
84 Peoria & Pekin Union.....	.....	1	17	18	.....	.....
85 Peoria, Decatur & Evansville.....	9	21	2	32	.....	.....
88 Pittsburgh, Cincinnati, Chicago & St. L.....	114	274	51	439	412	126
90 Quincy, Omaha & Kansas City.....	3	5	1	9	9	.....

Line, for Year Ending June 30, 1896.

8	9	10	11	12	13	14	15	16	17	18	19
CARS IN PASSENGER SERVICE.											
First-class pas- senger cars.....	Second-class passenger cars.	Combination passenger cars.	Emigrant cars..	Dining cars.....	Parlor cars.....	Sleeping cars...	Baggage, ex- press and pos- tal cars.....	Others.....	Totals, cols. 8+ 9+10+11+12+13 +14+15+16.....	Equipped with train brake.....	Fitted with auto- matic coupler...
268	44	54		13	5		143	8	535	535	535
60	50	21					55		187	187	187
34	64			4			40		142	142	142
78	5	12		2			19	3	119	119	118
42		3	10				4		59	59	59
26				2			21		49	49	49
505	41	82		9	22		185		847	847	847
41		13						51	105	105	105
180									180	180	
3		3							6	6	6
20		2		2	2		10	1	37	37	37
287	17	32		8			107		451	451	448
6							5		11	11	7
13							7		20	20	20
10	24	11		3			15	2	65	65	65
166	225	11		8	16	53	285	2	766	754	725
2							1		3		
6	5	4				2	5	1	23	23	23
158	52	35		12	37	47	101	9	450	450	418
142	67	36		5	9	2	98		359	359	359
11	8	2					15		36	36	36
1		2							3	3	3
2		2					1		5		
333	62	14					134	21	564	561	564
3	7	3				2	6		21	21	21
3	3	2					3		11	9	9
16		10					5		31	31	31
6		3					2		11		
2		1							3	3	3
30	21	5				3	18	3	80	80	80
234	32	20	12	9			105	7	419	419	419
88								37	125		
9							5		14	14	
170	52	24		16			100		362	362	362
6	3	1					5	1	16	16	16
29	9	1		2			18	2	61	61	61
		1							1		
159	51	12					88	11	321	321	310
1		1							2		
14		7				2	3		26	24	24
226		18			3		115		362	362	362
	3	2					1		6	6	6

Table X—

1	2	3	4	5	6	7
NAME OF COMPANY.	LOCOMOTIVES.					
	Passenger.....	Freight.....	Switching.....	Totals, Cols. 2+3+4.....	Equipped with train brake.....	Fitted with automatic coupler.....
91 Rock Island & Peoria.....	4	15	2	21	21	3
100 St. Louis, Chicago & St. Paul.....	4			4	4	
101 St. L., Ind. & Eastern (Opp. I. & I. S.).....		6		6	6	
102 St. Louis & Eastern.....	3	7		10	9	
103 St. Louis Merchants' Bridge Terminal.....			16	16		
104 Terminal Railroad Association of St. L.....			25	25	25	
106 Terre Haute & Indianapolis (1).....						
107 St. Louis, Vandalia & Terre Haute.....	13	30	8	51	44	
108 Terre Haute & Peoria.....	4	10		14	14	4
109 East St. Louis & Carondelet.....			6	6	2	
110 Toledo, Peoria & Western.....	10	28		38	30	6
111 Toledo, St. Louis & Kansas City.....	16	27	3	46	31	7
112 Wabash.....	111	217	81	409	349	
114 Wabash, Chester & Western.....	2	2		4	4	
115 Wisconsin Central Company.....	33	62	16	111	111	
Totals.....	2,469	5,183	1,611	9,263	8,219	1,586

Concluded.

8	9	10	11	12	13	14	15	16	17	18	19
CARS IN PASSENGER SERVICE.											
First-class pas- senger cars.....	Second-class passenger cars.	Combination passenger cars.	Emigrant cars ..	Dining cars.....	Parlor cars	Sleeping cars....	Baggage, ex- press and pos- tal cars.....	Others.....	Totals. A+J+S+ 9+10+11+12+13 +14+15+16.....	Equipped with train brake.....	Equipped with auto- matic coupler ..
8	14	4	7	14	4	12	3	13	13	13	91
14	1	12	206	.....	.....	.....	1	.....	20	.....	2
4	.....	.....	.....	.....	.....	.....	2	.....	2	.....	6
7	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	102
.....	3	.....	.....	.....	.....	.....	.....	.....	3	.....	103
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	104
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	106
14	2	12	.....	.....	2	.....	12	.....	3	3	107
4	.....	.....	.....	.....	.....	.....	1	.....	10	10	108
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	109
12	.....	.....	5	.....	.....	.....	8	.....	25	25	110
8	.....	.....	4	.....	.....	3	9	.....	25	25	111
67	90	.....	.....	4	50	.....	100	.....	320	320	113
2	1	.....	.....	.....	.....	.....	.....	.....	5	5	114
30	8	.....	.....	4	5	.....	24	.....	79	79	115
3,560	963	483	22	103	154	111	1,895	159	7,450	7,270	7,011

TABLE X.—Description of Equipment, Whole

NAME OF COMPANY.	20	21	22	23	24
	CARS IN				
	Box cars.....	Flat cars.....	Stock cars.....	Coal cars.....	Tank cars.....
1 Atchison, Topeka & Santa Fe.....	11,246	1,535	3,121	7,219	.....
5 Baltimore & Ohio (1).....	.....	.....	.....	.....	.....
6 Baltimore & Ohio & Chicago.....	271	43	.....	1	.....
7 Baltimore & Ohio Southwestern.....	4,001	496	262	2,264	8
8 Belt Railway of Chicago.....	.....	.....	.....	.....	.....
10 Chicago & Alton.....	3,447	361	1,848	1,407	.....
13 Chicago & Calumet.....	.....	7	.....	220	.....
14 Chicago & Eastern Illinois.....	1,721	200	226	5,762	.....
15 Chicago & Western Indiana.....	.....	.....	.....	.....	.....
16 Chicago & Erie.....	1,044	341	103	480	.....
17 Chicago & Grand Trunk.....	148	145	15	.....	.....
21 Chicago & Northwestern.....	19,621	3,645	2,881	3,250	.....
23 Chicago & South Side Rapid Transit.....	.....	.....	.....	.....	.....
24 Chicago & Texas.....	11	5	.....	177	.....
25 Chicago, Burlington & Northern.....	2,450	100	300	500	.....
26 Chicago, Burlington & Quincy.....	14,066	974	2,735	2,965	.....
27 Chicago & Iowa.....	152	.....	1	47	.....
32 St. Louis, Rock Island & Chicago.....	386	130	94	261	.....
33 Chicago Great Western.....	1,770	253	150	333	.....
34 Chicago, Lake Shore & Eastern.....	2,117	530	30	328	.....
35 Chicago, Milwaukee & St. Paul.....	18,663	5,172	2,531	.....	.....
36 Chicago, Paducah & Memphis.....	1,016	6	.....	144	.....
37 Chicago, Peoria & St. Louis.....	589	4	.....	830	.....
38 Chicago, Rock Island & Pacific.....	10,276	2,564	2,383	.....	.....
41 Cleveland, Cincinnati, Chicago & St. Louis.....	10,675	1,737	638	1,208	.....
43 Peoria & Eastern.....	742	171	3	171	.....
45 East St. Louis Connecting.....	.....	.....	.....	.....	.....
46 Elgin, Joliet & Eastern.....	300	100	.....	1,588	.....
47 Fulton County Narrow Gauge.....	41	18	25	75	.....
48 Illinois Central.....	11,369	1,049	1,091	6,348	.....
49 Indianapolis, Decatur & Western.....	492	64	88	87	.....
60 Indiana, Illinois & Iowa.....	3	35	.....	172	.....
61 Iowa Central.....	1,223	732	36	.....	.....
63 Jacksonville, Louisville & St. Louis.....	102	3	.....	75	.....
61 Litchfield, Carrollton & Western.....	10	2	.....	20	.....
65 Lake Erie & Western.....	4,351	545	145	205	.....
66 Lake Shore & Michigan Southern.....	11,428	2,174	783	5,301	.....
67 Lake Street Elevated.....	.....	.....	.....	.....	.....
69 Louisville & Nashville (1).....	.....	.....	.....	.....	.....
70 Southeast & St. Louis.....	120	70	16	375	.....
71 Louisville, Evansville & St. Louis Consol... ..	.....	.....	.....	.....	.....
73 Miami Central.....	4,803	3,708	1,047	336	42
75 Mobile & Ohio (1).....	.....	.....	.....	.....	.....
76 St. Louis & Cairo.....	281	42	6	137	.....
77 New York, Chicago & St. Louis.....	2,694	959	204	265	.....
79 Pawnee.....	.....	.....	.....	1	.....
80 Pennsylvania Co. (1).....	.....	.....	.....	.....	.....
82 Pittsburgh, Ft. Wayne & Chicago.....	4,628	450	2,242	2,445	.....
84 Peoria & Pekin Union.....	5	3	.....	230	.....

Line, for Year ending June 30, 1896.

25	26	27	28	29	30	31	32	33	34	35	37
FREIGHT SERVICE.						CARS IN COMPANY SERVICE.					
Refrigerator cars	Others	Total—(Col's. 39+ 21+22+23+24+25 +26)	Equipped with train brake	Equipped with automatic couplet	Gravel cars	Derrick cars	Gaboose cars	Others	Total—(Col's. 39+ 31+32+33)	Equipped with train brake	Equipped with automatic couplet
791	599	24,511	22,030	2,282	334	9	383	105	774	474	17
		315	1	1			1	2	3		1
50		7,081	1,180	4,251		3	98	108	209	1,373	72
							5		5		8
130		7,303	932	1,920	92	3	112	14	221	3	5
	3	230		220		1	2		3		13
7		8,006	1,375	2,331	50	3	55	44	152	67	62
					14	2	2	4	23	4	15
		1,958	266	998		3	45	5	53	1	35
	63	371		371		2		8	10		10
648	4,392	34,437	19,816	20,173		36	546	45	627	162	15
								1	1		23
		193		3			3		3		24
		3,350	474	963		1	29		30	1	1
	356	21,096	8,255	11,326		4	232	18	254	15	8
		200	15	15			12		12		27
		871				1	15	1	17		32
11	2	2,819	1,101	641		3	85	41	132	10	33
	201	3,215	1,193	1,668			7		7		1
478	311	27,155	9,796	13,268	272	11	461	73	817	15	182
		1,166	1,000				2		2		36
	50	1,482	792	1,132	50	1	11	19	84	55	50
125		15,348	6,142	9,831	319	5	293	99	716	9	177
381		14,642	3,728	7,428	220	13	213	126	572	12	237
		1,087	93	92	110	2	41	35	188	27	27
					30	1		32	32	32	45
		1,988	800	600		1	27	12	40	5	12
	8	167									47
725		20,582	7,304	7,520	165	12	351	60	527	12	27
		731	31	28	1	1	9	3	14	1	1
1		214		4			18	2	20		1
		1,981	2	918	22	2	36	35	95	7	1
		180					4	2	7		63
		32	32			3	1		1	1	64
		5,236					50	12	65	2	9
	48	19,434	11,467	15,139	215	16	284	220	735	7	148
							3		3		66
											67
		581				1	11	6	18		69
											70
118	2	9,426	2,453	4,377		7	253	132	392	12	39
					15						73
		466					17	13	45		76
147	270	4,536	147	2,653		4	72	1	77		77
		1									79
											80
		9,535	2,778	3,579			162		162		6
		238						16	16		84

Table X.—

	20	21	22	23	24
	CARS IN				
NAME OF COMPANY.	Box cars.....	Flat cars.....	Stock cars.....	Coal cars.....	Tank cars.....
85 Peoria, Decatur & Evansville.....	1,000	97	60	288	.....
88 Pittsburgh, Cincinnati, Chicago & St. Louis	6,498	881	1,673	756	.....
90 Quincy, Omaha & Kansas City.....	47	11	25	20	.....
91 Rock Island & Peoria.....	210	17	49	195	.....
99 St. Louis, Belleville & Southern.....	.....	20	.....	100	.....
100 St. Louis, Chicago & St. Paul.....	644	31	.....	125	.....
101 St. L., Indianap. & Eastern (Opp. I. & L. S.)	.....	1	.....	100	.....
102 St. Louis & Eastern.....	30	22	8	771	.....
103 St. Louis Merchants' Bridge Terminal.....	.....	.....	.....	.....	.....
104 Terminal Railroad Association of St. Louis	.....	.....	.....	.....	.....
106 Terre Haute & Indianapolis (1).....	.....	.....	.....	.....	.....
107 St. Louis, Vandalia & Terre Haute.....	1,165	129	206	490	.....
108 Terre Haute & Peoria.....	391	.....	21	74	.....
109 East St. Louis & Carondelet.....	.....	21	.....	.....	.....
110 Toledo, Peoria & Western.....	334	8	112	296	.....
111 Toledo, St. Louis & Kansas.....	1,863	382	90	790	.....
113 Wabash.....	3,666	.....	1,014	4,808	.....
114 Wabash, Chester & Western.....	15	6	.....	52	.....
115 Wisconsin Central Company.....	2,886	405	180	227	3
Totals.....	167,087	29,656	26,811	54,338	53

(1) Inserted to show relation of following subsidiary lines.

Continued.

25	26	27	28	29	30	31	32	33	34	35	36
FREIGHT SERVICE.					CARS IN COMPANY SERVICE.						
Refrigerator cars	Others	Total—Cals. 20 + 21 + 22 + 23 + 26 + 25 + 26	Equipped with train brake	Equipped with automatic coupler	Gravel cars	Dropick cars	Caloose cars	Others	Total—Cals. 30 + 31 + 32 + 33	Equipped with train brake	Equipped with automatic coupler
.....	17	1,550	.....	.....	41	1	11	1	51	1	1
200	9,708	2,910	4,009	.....	10	281	31	322	4	4
.....	103	10	10	.....	.....	5	.....	7	.....	.....
.....	501	187	315	.....	.....	19	.....	12	.....	10
.....	120	.....	.....	.....	.....	1	.....	1	.....	.....
.....	800	585	570	17	1	1	4	29	2	2
.....	101	.....	.....	.....	.....	.....	.....	4	.....	.....
.....	831	20	.....	.....	.....	.....	6	8	1	.....
.....	19	.....	.....	.....	23	.....	.....
.....	53	1	.....	.....	62	.....	.....
.....
.....	20	2,070	578	895	93	2	27	10	132	.....	.....
.....	486	301	303	.....	1	11	7	19	3	1
.....	24	.....	.....	.....	.....	4	1	2	.....	.....
5	1,355	619	550	.....	1	18	15	32	1	1
.....	3,075	.....	380	.....	3	37	4	41	2	16
100	11,618	1,561	3,216	300	8	227	203	808	30	6
.....	13	.....	.....	.....	1	2	1	4	.....	.....
23	1,769	5,493	2,506	2,719	.....	.....	40	2	42	5	5
3,976	8,111	20,262	112,570	127,209	2,372	181	4,621	1,641	8,815	2,357	1,182

37	Chicago, Peoria & St. Louis.....	1,580		1,622	898	1,205	37
38	Chicago, Rock Island & Pacific.....	16,515		17,079	7,004	10,456	38
41	Cleveland, Cincinnati, Chicago & St. Louis.....	15,579		16,032	4,536	8,201	41
43	Peoria & Eastern.....	1,311	200	1,378	223	214	43
45	East St. Louis Connecting.....	32		2,080	83	615	45
46	Elgin, Joliet & Eastern.....	179		177	18	17	46
47	Fulton County Narrow Gauge.....	21,673		22,321	8,180	8,172	47
48	Illinois Central.....	706		781	61	13	48
50	Indianapolis, Decatur & Western.....	215		270	34	16	50
60	Indiana, Illinois & Iowa.....	2,108		2,168	96	1,015	60
61	Iowa Central.....	198		206		63	61
62	Jacksonville, Louisville & St. Louis.....	36		38	38	3	62
63	Lafayette, Carrollton & Western.....	3,381		3,498	146	89	63
65	Lake Erie & Western.....	23,578		23,510	12,444	6,531	65
66	Lake Shore & Michigan Southern.....	125		160		66	66
67	Lake Street Elevated.....	352	300	372			67
69	Louisville & Nashville (1).....						69
70	Southeast & St. Louis.....	613		615	42	14	70
73	Michigan Central.....	13,380		13,830	4,413	7,094	73
75	Mobile & Ohio (1).....						75
76	St. Louis & Cairo.....	327	97	310	29	16	76
77	New York, Chicago & St. Louis.....	6,037	1,184	6,175	321	3,255	77
79	Pawnee.....	2		4	1		79
80	Pennsylvania Co. (1).....						80
82	Pittsburgh, Ft. Wayne & Chicago.....	10,227		10,575	3,136	3,969	82
84	Peoria & Pekin Union.....	256		274			84
85	Peoria, Decatur & Evansville.....	1,670		1,682	38	38	85
88	Pittsburgh, Cincinnati, Chicago & St. Louis.....	10,392	512	10,834	3,748	4,301	88
90	Quincy, Omaha & Kansas City.....	116		125	25	16	90
91	Rock Island & Peoria.....	526		517	221	371	91
92	St. Louis, Alton & Terre Haute (2).....						92
93	Bellefonte & Carondelet (2).....						93
94	Bellefonte & Ellorado (2).....						94
95	Bellefonte & Southern Illinois (2).....						95
96	Chicago, St. Louis & Paducah (2).....						96
97	St. Louis Southern (2).....						97
98	Carondelet & Shawyerstown (2).....						98
99	St. Louis, Belleville & Southern.....	121		124			99
100	St. Louis, Chicago & St. Paul.....	849		862	618	592	100
101	St. Louis, Indianapolis & Eastern (Opp. I. & N.).....	107		114	9	2	101
102	St. Louis & Eastern.....	817		877	38	6	102
103	St. Louis, Meridian, Bridge Terminal.....	10		16	23	7	103
104	Terminal Railroad Association of St. Louis.....	65		90	28	3	104
106	Terre Haute & Indianapolis (1).....						106
107	St. Louis, Vandalia & Terre Haute.....	2,210		2,291	610	933	107
108	Terre Haute & Peoria.....	515		529	328	318	108
109	East St. Louis & Carondelet.....	36		32	2		109
110	Toledo, Peoria & Western.....	1,112		1,150	675	582	110

TABLE N. — *Description of Equipment, Whole Line, for Year Ending June 30, 1896*—Concluded.

NAME OF COMPANY.	CARS CONTRIBUTED TO FAST FREIGHT LINE SERVICE.				LOCOMOTIVES AND CARS LEASED.		Grand total cars and locomotives owned.		Grand total cars and locomotives owned, equipped with train brake.		Grand total cars and locomotives owned, fitted with automatic coupler.	
	37	38	39	40	41	42	43	44	45	46		
	Number.....	Equipped with train brake.....	Fitted with automatic coupler ..	Total cars owned. Col. 17 + 27 + 31 + 37.....	Number.....	Equipped with train brake.....	Fitted with automatic coupler ..	5 + 40.....	6 + 18 + 28 + 35 + 38.....	Grand total cars and locomotives owned, fitted with automatic coupler. Cols. 7 + 19 + 29 + 36 + 39....		
111 Toledo, St. Louis & Kansas City ..	323			3,408				3,541	75	1,003	111	
113 Wabash.....	1,231	150	141	13,380				11,289	2,110	3,713	113	
114 Wabash, Chester & Western ..				102				106	9	5	114	
115 Wisconsin Central Company ..				5,614	3,924	1,215	1,362	5,725	2,761	2,863	115	
Totals.....	6,151	627	1,560	312,638	11,771	5,639	4,863	321,961	131,003	138,651		

(1) Inserted to show relation of following subsidiary lines.

(2) The Illinois Central R. R. Co. will include the equipment of this Company in its report.

TABLE XI.—*Rails, Ties, Ballast, Bridges, Trestles, Overhead Crossings, &c., in Illinois, for Year Ending June 30, 1896.*

[illegible]

TABLE XI.—Continued.

[illegible]

54	Kankakee & Southwestern	10.42	120.84		2,800	36	24.52	41.00	30.00	4.00	56.26	54
55	Alton City		2.87							2.87		55
56	Rantoul	6.44	59.77		2,800	15	63.42				66.21	56
57	South Chicago		4.76		3,000	9	9.52		4.76			57
58	St. Charles Air Line		75.76									58
59	Indianapolis, Decatur & Western		301.38		3,000	16	17.50		31.51	6.00	35.25	59
60	Indiana, Illinois & Iowa		62.61	1,460.23	33,429	16	1.41	29.68	11.15	15.96	5.42	60
61	Iowa Central		88.66		32,999	2,800	20			11.91	53.41	61
62	Jacksonville, Louisville & St. Louis		112.30		30,260	29	72.50			12.00	100.30	62
63	Lafayette, Carrollton & Western		51.50			15	58.75			31.50		63
64	Lake Erie & Western		118.60		33,462	26	3.65		30.53	2.53	85.51	64
65	Lake Shore & Michigan Southern		14.02	249.60	13,269	9	.27		9.17	4.55		65
66	Lake Street Elevated		6.44		2,640	42				(3)		66
67	LaSalle & Bureau County		6.35		719		.49			6.35		67
68	Louisville & Nashville (I)				2,500							68
69	Southwest & St. Louis	8.82	171.59	1,156.45	89,921	70			81.44	41.00	86.97	69
70	Mt.ropolitan West Side Elevated		11.47			10	(3)				1.00	70
71	Michigan Central		6.07		12,813	13			6.07			71
72	Joliet & Northern Indiana		29.00		4,636	2,700		29.00				72
73	Mobile & Ohio (I)											73
74	St. Louis & Cairo		160.60	601.45	82,104	31		27.80	61.53		58.77	74
75	New York, Chicago & St. Louis (I)		9.96		3,000	3	.50		8.14	1.52		75
76	Chicago & State Line		9.00	1.30	1,220	2,640	1			9.00		76
77	Pawnee											77
78	Pennsylvania Co. (I)											78
79	Calumet River		4.43		2,816		4.43					79
80	Pittsburgh, Ft. Wayne & Chicago		16.32	231.73	10,172	2,816	10	9.06	13.05	1.57	4.70	80
81	South Chicago & Southern		10.25		5,400	2,846	2	1.39	2.20	4.15	3.90	81
82	Pecora & Pekin Union		18.14	839.00	37,935	2,800	14	6.00		18.14		82
83	Pecora, Decatur & Evansville	76.50	196.55		121,740	3,000	82	21.79	31.00	10.00	227.80	83
84	Pittsburgh, Cincinnati, Chicago & St. Louis		27.99	411.00	6,959	2,800	12	5.00	1.79	21.21	4.54	84
85	Englewood Connecting		2.35		1,511	2,800		2.35		.76		85
86	Quincy, Omaha & Kansas City (I)											86
87	Rock Island & Peoria	118.00	500.00	26,857	2,800	26			108.00		8.00	87
88	St. Louis, Alton & Terre Haute		14.40	10.00	23,800			13.30		.30		88
89	Belleville & Carondelet		17.30			2					.80	89
90	Belleville & Eldorado	13.00	37.50			10						90
91	Belleville & Southern Illinois		56.40		800	9		12.19		1.50	27.71	91
92	Chicago, St. Louis & Paducah		53.50		800	13		9.06	1.10	7.75	35.70	92
93	St. Louis Southern		30.00		800	17					30.00	93
94	Cardinal & Shawneetown		17.21		12,800	4					17.21	94
95	St. Louis, Belleville & Southern		13.00			7					13.00	95
96	St. Louis, Chicago & St. Paul	4.40	106.60	26,273	2,816	33		12.00	23.20		87.80	96
97	St. Louis, Hannibal & East (Opp. I. & L.S.)	11.00	3,359.97	53,411	2,640	5			.20	.30	51.60	97
98	St. Louis & Eastern		17.47		2,700	7		23.59		24.26	29.62	98
99	St. Louis Merchants' Bridge Terminal		8.82	6.54	3,023	2,000				8.82		99
100	Terminal Railroad Association of St. Louis		.67	58.85	1,392	3,500	1			.67		100
101	St. Louis Bridge		.50									101

TABLE XI. *Continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14
NAME OF COMPANY.	RAILS.		TIES.	Average number per mile.	Number of stations on road	Length of road unfenced—in miles.	Miles of stone.	Miles of gravel.	Miles of cinders.	Miles of earth.	Miles of slag.	Miles of sand.	
	IRON.	STEEL.											
106 Terre Haute & Indianapolis (1).....			159.39	2,384.22	22,180	2,640	19.50	132.36	6.35				106
107 St. Louis, Vandalia & Terre Haute.....			137.00	333.89	63,879	816		15.05	17.35	75.20			107
108 Terre Haute & Peoria.....			127.72	523.35	10,978	640		7.00	2.00	10.72			108
109 East St. Louis & Cincinnati.....			224.70	310.00	107,888	800		12.17	11.50	182.11			109
110 Toledo, Peoria & Western.....	3.00		179.49	310.00	65,410	1,640		117.26	4.66	11.11		10.73	110
111 Toledo, St. Louis & Kansas City.....			8.37						8.37				111
112 Union Stock Yards & Transfer.....			632.20	6,311.00	21,581	3,000	21.80	281.20	162.00	190.00		7.70	112
113 Wabash.....	3.50		63.58		3,223	2,700				64.53			113
114 Wabash, Chester & Western.....	1.25												114
115 Wisconsin Central Company (1).....					22,828	3,000		56.61					115
116 Chicago & Wisconsin.....	8.89		48.72	.75									116
Totals.....	405.18	10005.16	58,407.90	3,683.118	21,750	2,740	1,530.03	3,725.52	980.83	3,775.4	98.84	138.31	

(1) Inserted to show relation of following subsidiary lines.

(2) Switching road to Illinois Steel Company's works.

(3) Elevated street railroad in Chicago.

(4) Terminals at Quincy, Ill., 4.36 miles.

TABLE XI.—*Rails, Ties, Bridges, Trestles, Overhead Crossings, etc., in Illinois—Concluded.*

	NAME OF COMPANY.	BRIDGES.					TRESTLES.		OVERHEAD HIGHWAY CROSSINGS.					No. of grade highway crossings.....	Σ	
		15	16	17	18	19	20	21	22	23	24	25	26			27
		No. of stone	No. of iron.....	No. of wooden.....	No. of combination	Aggregate length in feet and inches.	Number.....	Aggregate length in feet.....	No. of bridges.....	No. of conduits ...	No. of trestles.....	No. of bridges.....	No. of conduits....	No. of trestles.....		
1	Atchison, Topeka & Santa Fe.....		19	18		7,002.00	255	30,981.00	3		6	3		1	343	1
5	Baltimore & Ohio (1).....					155.00										5
6	Baltimore & Ohio & Chicago.....					5,000.00	225	37,060.00	1						31	6
7	Baltimore & Ohio Southwestern.....					839.00	21	3,329.00							310	7
8	Belt Railway of Chicago.....					16,718.00	126	14,150.00	20			5			597	8
10	Chicago & Alton.....	35	31	43		1,937.00			8				3		60	10
11	Joliet & Chicago.....					3,332.00									25	11
12	Mississippi River Bridge.....					505.00									25	12
13	Chicago & Gallatin.....					3,695.00	136	8,119.00	1		1				258	13
14	Chicago & Eastern Illinois.....	24	31			3,379.00	3	364.00	3			1			126	14
15	Chicago & Western Indiana.....					5,037.00	21	4,671.00	1		1				53	15
16	Chicago & Erie.....		104	5											18	16
17	Chicago & Grand Trunk.....															
18	Grand Trunk Junction.....					300.00										
20	Chicago & Indiana State Line.....	5	61	15	3	9,815.00	202	18,331.00	38	5	3	3			151	20
21	Chicago & Northwestern.....					483.00	5	1,046.00	7						154	21
22	Chicago & Northern Pacific.....															
23	Chicago & South Side Rapid Transit (2).....															
24	Chicago & Texas.....		6	6	5	1,200.00	51	4,881.00	1						36	24
25	Chicago, Burlington & Northern.....					1,210.00	68	8,715.00	12			1			61	25
26	Chicago, Burlington & Quincy.....		8	716	1	67,182.00	(3)		14			7		2	1,244	26
27	Chicago & Iowa.....		6			7,847.00	(3)								75	27
28	Galesburg & Rio.....		3			578.00	(3)								14	28
29	Illinois Valley & Northern.....		98			13,191.00	(3)					1			51	29
31	Quincy, Alton & St. Louis.....			35		3,678.00	58	2,035.00							44	31
32	St. Louis, Rock Island & Chicago.....		9	330	1	37,455.00	(3)				8				345	32

61 Iowa Central.....	3			1,245.00	165	15,194.00	3			2	102	61
62 Joplinville, Louisville & St. Louis.....				150.00	167	14,103.00					63	63
63 Litchfield, Carrollton & Western.....	2			207.00	76	8,029.00			1			64
64 Lake Erie & Western.....	27			1,263.00	78	6,267.00					131	65
65 Lake Shore & Michigan Southern.....				237.00			2				45	66
66 Lake Street Elevated (2).....	1											67
67 LaSalle & Bureau County.....					1	1.04					6	68
68 Louisville & Nashville (1).....												69
69 Southeast & St. Louis.....	2			1,266.07	140	13,801.02	2		2		204	70
70 Metropolitan West Side Elevated (2).....												71
71 Michigan Central.....	1			306.00	1	251.00					7	72
72 Joliet & Northern Indiana.....	15			351.00	15	531.00					42	73
73 Mobile & Ohio (1).....												74
74 St. Louis & Cairo.....	8			982.00	297	17,021.50	1				106	75
75 New York, Chicago & St. Louis.....	1			140.00	3	218.00					2	76
76 Pawnee.....					3	660.00						77
77 Pennsylvania Co (1).....												78
78 Calumet River.....	1			56.04	1	548.00					4	79
79 Pittsburgh, Ft. Wayne & Chicago.....	4			463.00	3	255.00	10		1		64	80
80 South Chicago & Southern.....	2			229.05							16	81
81 Peoria & Pekin Union.....	2			1,174.06	14	1,131.00					30	82
82 Peoria, Decatur & Evansville.....	4			1,372.00	386	27,636.00			1		242	83
83 Pittsburgh, Cincinnati, Chic. & St. Louis.....	3			380.00	3	392.04	11				84	84
84 Englewood Connecting.....											18	85
85 Rock Island & Peoria.....	2	121	1	18,506.00	2	30.00					200	86
86 St. Louis, Alton & Terre Haute.....	2	12	3	1,628.00			4		1		37	87
87 Belleville & Carondelet.....					24	2,135.00					18	88
88 Belleville & Eldorado.....					95	9,010.00					43	89
89 Belleville & Southern Illinois.....	1			260.00	55	3,342.00					62	90
90 Chicago, St. Louis & Paducah (4).....											96	91
91 St. Louis Southern (4).....												92
92 Carbondale & Shawneetown (4).....												93
93 St. Louis, Belleville & Southern.....	2			10.00	4	352.00			1		13	94
94 St. Louis, Chicago & St. Paul.....	1	7		671.00	148	16,293.00			3		109	95
95 St. Louis, Indianapolis & East St. Louis (Opp. I.A.T.S.).....	2			946.10	165	6,307.00					86	96
96 St. Louis & Eastern.....	2			190.00	101	8,824.00					127	97
97 St. Louis Merchants' Bridge Terminal.....	1			8,176.06					1			98
98 Terminal Railroad Ass'n of St. Louis.....	1	3	4	2,533.10	1	1,882.04					104	99
99 St. Louis Bridge.....	1			2,107.05	1	1,882.00					105	100
100 Terre Haute & Indianapolis (1).....												101
101 Terre Haute & Terre Haute.....	3	2	8	1,335.00	80	10,032.00					184	102
102 Terre Haute & Peoria.....	2			349.00	118	12,716.00			3		107	103
103 East St. Louis & Carondelet.....					3	576.00					12	104
104 Toledo, Peoria & Western.....	9	61	14	4,101.11	128	9,408.03	1				205	105
105 Toledo, St. Louis & Kansas City.....		2	1	1,090.09	131	28,985.08			6		202	106

Table XI.—Concluded.

NAME OF COMPANY.	BRIDGES.				TRESTLES.		OVERHEAD HIGHWAY CROSSINGS.				OVERHEAD RAILWAY CROSSINGS.				No. of grade highway crossings.
	15	16	17	18	19	20	21	22	23	24	25	26	27	28	
	No. of stone	No. of iron.....	No. of wooden....	No. of combination	Aggregate length in feet and inches.	Number.....	Aggregate length in feet.....	No. of bridges.....	No. of conduits ...	No. of trestles.....	No. of bridges.....	No. of conduits....	No. of trestles.....	No. of grade highway crossings.	
113 Wabash.....		12	6		10,075.00	1,334	55,304.00							15 113	
114 Wabash, Chester & Western.....		4			290.00	190	9,650.00				2	1		33 114	
115 Wisconsin Central Company (1).....					436.05	40	1,724.00							115 115	
116 Chicago & Wisconsin.....		3												61 116	
Totals.....	1,417	1,308	1,889	46	324,084.02	7,727	645,430.05	278	6	92	49	4	12	11,401	

(1) Inserted to show relation of following subsidiary lines.

(2) Elevated Street Railroad in Chicago.

(3) Included in wooden bridges.

(4) Included in report of St. Lo, A. & T. H. R. R.

Table XII.—Concluded.

NAME OF COMPANY.	PASSENGER.							FREIGHT.						
	1	2	Wood—Cords.		Total fuel consumed—Tons.	Miles run.	Av. pounds consumed per mile.	Coal—Tons.	Wood—Cords.		Total fuel consumed—Tons.	Miles run.	Average pounds consumed per mile.	
			Hard.	Soft.					Hard.	Soft.				
61 Iowa Central.....		4,451	126		4,251	133,215	63.00	11,007	174	11,123	270,565	82.00	61	
63 Jacksonville, Louisville & St. Louis.....		4,579			1,579	154,165	59.00	6,868		6,868	129,147	106.00	63	
64 Litchfield, Carrollton & Western.....								2,969		2,969	102,502	57.90	64	
65 Lake Erie & Western.....		4,485	253		4,654	196,702	47.31	15,442	293	15,635	245,329	127.48	65	
66 Lake Shore & Michigan Southern.....		3,948	53		3,983	122,081	65.26	3,038	16	3,049	51,337	111.80	66	
67 Lake Street Elevated.....		16,739			16,739	1,065,950	31.40						67	
69 Louisville & Nashville (1).....													69	
70 Southeast & St. Louis.....		11,673	101		11,724	326,372	71.84	24,070	171	24,156	426,018	113.40	70	
73 Michigan Central.....		5,947			5,947	184,358	64.50	8,850		8,850	194,651	90.93	73	
75 Mobile & Ohio (1).....													75	
76 St. Louis & Cairo.....		7,913	17	318	8,072	294,631	51.79	35,550	1,146	36,273	696,330	104.09	76	
77 New York, Chicago & St. Louis.....		1,563	13		1,574	52,407	60.01	2,211	13	2,223	39,234	113.30	77	
79 Pawnee.....		111	13		120	4,288	55.89	334	38	359	12,866	55.86	79	
80 Pennsylvania Co. (1).....													80	
82 Pittsburg, Ft. Wayne & Chicago.....		2,643	39		2,669	89,209	59.83	7,438	53	7,494	154,323	97.11	82	
83 South Chicago & Southern.....		509	11		516	20,310	50.77	1,024	5	1,027	17,141	117.77	83	
84 Peoria & Pekin Union.....		502	10		512	15,932	63.00	476	10	486	15,122	63.00	84	
85 Peoria, Decatur & Evansville.....		9,127	111		9,201	407,200	45.19	20,752	97	20,817	355,212	117.20	85	
88 Pittsburg, Cin. & Chicago & St. Louis.....		3,410	50		3,444	110,749	62.19	9,640	82	9,695	170,075	106.95	88	
90 Quincy, Omaha & Kansas City.....		3,962			3,962	168,929	46.91	4,396		4,396	100,237	87.71	90	
91 Rock Island & Peoria.....		4,296	164		4,383	199,271	44.09	11,370	215	11,513	257,608	89.38	91	
101 St. L. Indianapolis & E. (opp. I. & C.).....								2,807		2,807	68,707	136.00	101	
106 Terre Haute & Indianapolis (1).....													106	
107 St. Louis, Vandalia & Terre Haute.....		28,419	928		30,296	769,743	77.00	59,808	1,486	62,780	1,064,641	111.00	107	
108 Terre Haute & Peoria.....		5,508	181		5,692	225,940	50.00						108	

110 Toledo, Peoria & Western.....	9,102	330	9,322	366,056	50.43	29,803	842	.....	30,264	571,015	106.35	110
111 Toledo, St. Louis & Kansas City.....	8,850	.....	8,850	288,347	61.34	25,062	.....	.....	25,062	414,411	120.35	111
113 Wabash.....	32,719	828	53,278	1,702,593	62.10	124,750	1,985	.....	126,082	2,167,692	131.70	113
114 Wabash, Chester & Western.....	1,429	.....	1,429	55,347	51.45	2,131	.....	.....	2,131	46,362	76.81	114
115 Wisconsin Central Company.....	8,328	.....	8,380	199,643	82.80	5,608	.....	99	8,658	204,569	84.60	115
Totals.....	977,205	14,534	2,388	980,559	29,420,634	67.29	2,105,245	24,028	3,977	2,127,704	38,959,466	169.23

TABLE XII.—Consumption of Fuel by

	14	15	16	17	18	19
NAME OF COMPANY.	SWITCHING.					
	Coal— Tons.	Wood— Cords.		Total fuel con- sumed—tons.	Miles run.	Average pounds consumed per mile.
		Hard	Soft.			
5	Baltimore & Ohio (1).....	12,288		12,288	358,031	68.64
6	Baltimore & Ohio & Chicago.....	22,914	186	23,038	598,030	77.04
7	Baltimore & Ohio Southwestern.....	30,582	122	30,663	588,256	104.25
8	Belt Railway of Chicago.....	24,377	592	24,772	733,410	67.53
10	Chicago & Alton.....	20,885		20,968		
13	Chicago & Calumet.....	28,410	162	28,518	382,053	149.29
14	Chicago & Eastern Illinois.....	8,086	58	8,125	279,768	58.08
15	Chicago & Western Indiana.....	20,188	125	20,271	675,407	60.00
16	Chicago & Erie.....	2,421		2,421	75,853	63.83
17	Chicago & Grand Trunk.....	64,998	204	65,448	2,256,556	58.01
21	Chicago & Northwestern.....	5,164		5,168		
22	Chicago & Northern Pacific.....					
23	Chicago & South Side Rapid Transit.....					
24	Chicago & Texas.....					
25	Chicago, Burlington & Northern.....	4,710		4,738	114,285	83.00
26	Chicago, Burlington & Quincy.....	97,283	1,350	98,193	3,355,441	58.52
34	Chicago, Lake Shore & Eastern.....	32,307		32,307	1,594,568	4.05
36	Chicago, Paducah & Memphis.....	190		192		
37	Chicago, Peoria & St. Louis.....	6,491	135	6,581	167,276	88.27
38	Chicago, Rock Island & Pacific.....	36,360	1,247	37,191	1,474,791	50.41
41	Cleveland, Cincinnati, Chicago & St. Louis.....	32,675	396	32,939	881,886	73.57
42	Kankakee & Seneca.....					
43	Peoria & Eastern.....	3,734	71	3,781	79,721	91.86
45	East St. Louis Connecting.....	7,875		7,875		
46	Elgin, Joliet & Eastern.....	12,112	438	12,733	276,611	92.06
47	Fulton County Narrow Gauge.....					
48	Illinois Central.....	76,104	1,625	77,197	2,522,727	61.20
59	Indianapolis, Decatur & Western.....	1,698		1,698	49,753	68.00
60	Indiana, Illinois & Iowa.....	2,333	13	2,343	71,201	63.11
61	Iowa Central.....	1,241	60	1,280	26,089	98.00
63	Jacksonville, Louisville & St. Louis.....					
64	Litchfield, Carrollton & Western.....					
65	Lake Erie & Western.....	3,527	100	3,593	101,670	70.69
66	Lake Shore & Michigan Southern.....	17,186	295	17,684	593,512	62.76
67	Lake Street Elevated.....					
69	Louisville & Nashville (1).....					
70	Southeast & St. Louis.....	8,395		8,388	283,182	59.17
73	Michigan Central.....	11,500		11,500	517,800	11.41
75	Mobile & Ohio (1).....					
76	St. Louis & Cairo.....	4,607		4,607	227,711	40.46
77	New York, Chicago & St. Louis.....	7,553	85	7,699	269,231	56.53
79	Pawnee.....	26		26	700	71.00
80	Pennsylvania Co. (1).....					
82	Pittsburgh, Ft. Wayne & Chicago.....	2,719	30	2,739	85,218	61.26
83	South Chicago & Southern.....	351	5	354	7,116	99.06
84	Peoria & Pekin Union.....	18,177		18,547	576,968	63.00
85	Peoria, Decatur & Evansville.....	3,231		3,231	269,893	61.71
88	Pittsburgh, Cincinnati, Chicago & St. Louis.....	3,101	52	3,131	82,768	75.77
90	Quincy, Omaha & Kansas City.....		362	362	25,100	28.84

Locomotives in Illinois—Continued.

20	21	22	23	24	25	26	26	28	29	30
CONSTRUCTION.						Grand total fuel consumed	Grand total miles run.	Average pounds consumed per mile.	Average cost wood per cord at distributing point.	Average cost coal per ton at distributing point.
Coal—Tons.	WOOD—CORDS		Total fuel consumed—Tons.	Miles run.	Average pounds consumed per mile.					
	Hard.	Soft.								
53			53	1,388	76.37	22,386	576,715	77.63	81.48	81.00
1,805	22		1,820	34,579	105.24	169,999	3,261,419	104.25	77	1.43
808	15		908	25,344	71.61	31,574	613,600	102.90	1.43	2.00
227	30		24,709	27,883	81.03	236,189	5,067,600	94.53	1.65	4.00
1,003			1,003	12,100	180.62	132,018	2,652,858	128.62	1.42	2.76
1,265	5		1,268	23,752	106.80	161,657	3,357,619	93.30	2.00	2.25
133			133	2,911	91.38	17,023	385,475	82.32	1.74	85
3,886	18	31	3,915	135,075	57.97	376,561	9,778,603	77.02	1.62	1.17
115			115			16,713			1.61	2.32
						19,531	840,449	47.00	1.43	2.78
						5,360	154,463	69.00	4.45	23
1,510		8	1,514	21,958	138.00	25,068	563,166	89.00	2.00	2.25
6,016	105		6,086	206,447	58.96	677,326	16,673,720	81.24	1.54	1.48
60			61			49,085	1,843,814	8.05	1.25	2.12
2,768	85		2,815	73,480	90.69	5,060	131,530	73.50	1.67	2.34
827	38		852	39,365	43.26	46,097	1,182,941	78.45	65	1.00
1,720	18		1,732	43,103	79.81	157,173	4,472,571	70.28	74	1.50
304	6		308	8,611	71.54	185,291	3,981,976	93.06	1.57	1.57
						3,825	71,018	167.74	1.06	1.78
1,896	51		1,930	64,321	60.02	12,059	209,705	118.55	1.25	2.14
7,862	250		8,029	275,152	58.36	7,875			76	1.33
452			462	8,880	117.00	62,591	980,228	127.61	78	45
512	5		515	12,974	79.35	1,564	78,620	39.78	1.26	2.25
498			498	13,115	76.00	370,331	12,430,942	88.21	1.10	2.00
						40,461	286,798	73.00	82	2.24
						15,568	401,719	75.39	1.20	59
						17,153	442,984	77.00	1.06	1.71
						11,447	283,312	16.50	90	1.65
						2,969	102,502	57.90	60	63
515	33		536	19,578	54.79	24,421	563,279	86.70	70	64
55			55	1,957	56.21	24,770	742,087	66.76	1.60	2.12
						16,739	1,065,950	31.40	1.63	1.12
457			458	20,153	45.45	44,725	1,056,025	84.70	4.68	67
91			91	3,510	52.00	26,388	900,913	58.60	81	1.97
356			356	17,565	49.51	19,398	1,236,867	79.93	2.17	73
77	1		77	1,662	92.56	11,484	362,594	63.34	82	50
						505	17,854	56.51	1.28	1.24
220	1		222	7,605	58.48	13,121	396,385	78.63	82	79
						1,897	11,960	84.89	1.10	1.23
526			526	12,932	81.34	19,543	608,622	63.00	85	1.55
214	3		216	7,217	68.10	33,778	875,246	77.18	87	57
59			59	4,000	29.50	15,920	370,809	85.46	88	1.58
						8,779	280,266	58.86	1.20	90

Table XII.—

	14	15	16	17	18	19
NAME OF COMPANY.	SWITCHING.					
	Coal— Tons.	Wood— CORDS.		Total fuel con- sumed—tons.	Miles run.	Average pounds consumed per mile.
		Hard.	Soft.			
91 Rock Island & Peoria	1,750	21	.....	1,764	91,105	38.72
101 St. L., Indianapolis & Eastern, (Opp. I.&I. S.)						
103 St. Louis Merchants' Bridge Terminal	17,345	109	.....	17,418		
104 Terminal Railroad Association of St. Louis..	41,299	685	.....	41,756		
106 Terre Haute & Indianapolis (1)						
107 St. Louis, Vandalia & Terre Haute						
108 Terre Haute & Peoria	16,185	207	.....	16,392	255,507	128.00
109 East St. Louis & Carondelet	3,181		84	3,349	59,541	112.00
110 Toledo, Peoria & Western	834	39	.....	860	45,250	47.69
111 Toledo, St. Louis & Kansas City	7,432		.....	7,432	225,017	66.06
113 Wabash	25,297	403	.....	25,566	873,206	58.50
114 Wabash, Chester & Western						
115 Wisconsin Central Company	5,921		44	5,943	190,455	62.40
Totals	756,021	8,873	1,325	763,065	21,165,859	72.10

(1) Inserted to show relation of following subsidiary lines.

(2) East of Missouri River.

Concluded.

20	21	22	23	24	25	26	27	28	29	30
CONSTRUCTION.										
Coal— Tons.	Wood—CORDS		Total fuel con- sumed—tons....	Miles run.....	Average pounds consumed per mile.....	Grand total fuel con- sumed—tons.....	Grand total miles run.	Average pounds con- sumed per mile.....	Average cost wood per cord at distributing point.....	Average cost coal per ton at distributing point.....
Hard.	Soft.									
280	11.....	287	12,588	45.59	17,957	560,579	61.07	81 52	82 95	91
.....	.....	.....	.....	.....	2,807	68,707	136.00	75	.....	101
.....	.....	.....	.....	.....	17,418	.....	.....	95	3 25	103
.....	.....	.....	.....	.....	41,756	.....	.....	96	3 25	104
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	106
3,803	16	3,835	125,396	61.00	96,911	1,959,789	83.00	83	1 73	107
1,824	.....	1,824	26,273	138.00	23,908	507,720	105.30	1 06	1 50	108
.....	.....	.....	.....	.....	3,349	59,541	112.00	83	1 73	109
.....	.....	.....	.....	.....	40,546	982,321	82.55	1 00	1 65	110
335	.....	335	6,156	108.78	41,679	934,132	89.24	98	.....	111
.....	.....	.....	.....	.....	204,926	4,743,491	86.40	1 03	1 56	113
.....	.....	.....	.....	.....	3,563	101,909	69.93	71	.....	114
68	.....	68	2,253	60.30	23,049	596,860	77.20	1 46	72	115
42,820	700	62	67,791	1,298,586	52.21	3,948,119	90,844,545	75.21	81 26	81 78

TABLE XIII—*Accidents in Illinois for*

1	2	3	4	5	6	7	8	9	10	11	12	13	
NAME OF COMPANY.	PAS- SENGERS.			EMPLOYEES.			OTHERS.			TOTAL.			GRAND TOTAL.
	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total	
1 Atchison, Topeka & Santa Fe.....		5	5	2	79	81	14	17	31	16	101	117	
5 Baltimore & Ohio (D).....													
6 Baltimore & Ohio & Chicago.....					12	12	2	7	9	2	19	21	
7 Baltimore & Ohio S-W.....		3	3	2	26	28	10	10	20	12	39	51	
8 Belt Railway of Chicago.....				2	5	7	1	18	19	3	23	26	
9 Centralia & Chesler.....		2	2					1	1		3	3	
10 Chicago & Alton.....				18	15	63	14	3	17	62	18	80	
13 Chicago & Calumet.....				1	8	9	1		1	2	8	10	
14 Chicago & Eastern Illinois.....	1		1	3	27	30	24	9	33	28	26	54	
15 Chicago & Western Indiana.....					4	4	1	4	5	1	8	9	
17 Chicago & Grand Trunk.....					1	1	7	3	10	7	4	11	
21 Chicago & Northwestern.....	6	6	12	12	41	53	59	43	102	77	90	167	
22 Chicago & Northern Pacific.....		4	4		24	24	5	15	20	5	43	48	
23 Chicago & S. S. Rapid Transit.....		5	5		1	1		5	5		11	11	
24 Chicago & Texas.....					1	1					1	1	
25 Chi., Burlington & Northern.....		2	2		11	11					13	13	
26 Chicago, Burlington & Quincy.....	1	1	2	9	12	21	37	25	62	47	38	85	
32 St. L., Rock Island & Chicago.....					1	4	5	4		5	4	9	
33 Chicago Great Western.....				3	27	30	5	5	10	8	32	40	
34 Chicago, Lake Shore & Eastern.....				2	11	13		2	2	2	13	15	
35 Chicago, Milwaukee & St. Paul.....	1	1	2	8	5	19	30	23	53	39	33	72	
37 Chicago, Peoria & St. Louis.....	2	11	13	2	40	42	4	15	19	7	66	73	
38 Chicago, Rock Island & Pacific.....		3	3	7	8	15	29	5	34	36	16	52	
41 Cleve., Cin., Chicago & St. L.....		7	7	6	93	99	15	28	43	21	128	149	
43 Peoria & Eastern.....	2	7	9	3	73	76	3	8	11	8	88	96	
45 East St. Louis Connecting.....					10	10		1	1		11	11	
46 Elgin, Joliet & Eastern.....					109	109		8	8		117	117	
48 Illinois Central.....	3	6	9	22	82	104	57	48	105	82	136	218	
59 Indianapolis, Decatur & West'n.....					5	5	1	1	2	1	6	7	
60 Indiana, Illinois & Iowa.....				1	17	18		3	3	1	20	21	
61 Iowa Central.....		1	1	3	24	27		3	3	3	28	31	
65 Lake Erie & Western.....					3	3	1	3	4	1	6	7	
66 Lake Shore & Mich. Southern.....		1	1	2	3	5	8	14	22	10	18	28	
67 Lake Street Elevated.....		13	13	2	4	6	1	1	2	3	18	21	
69 Louisville & Nashville (D).....													
70 Southeast & St. Louis.....		1	1	1	15	16	5	10	15	6	26	32	
73 Michigan Central.....				4	11	15	3	8	11	7	19	26	
75 Mobile & Ohio (D).....													
76 St. Louis & Cairo.....		1	1	1	38	39	6	3	9	7	42	49	
77 New York, Chicago & St. Louis.....		1	1	1	74	75	2	7	9	3	82	85	
80 Pennsylvania Co. (D).....													
82 Pitts., Ft. Wayne & Chicago.....		5	5	1	172	173	5	21	26	6	198	204	
83 South Chicago & Southern.....					2	2					2	2	
84 Peoria & Pekin Union.....				1	46	47	1	2	3	2	48	50	
85 Peoria, Decatur & Evansville.....	1		1	1	9	10	1		1	3	9	12	
88 Pitts., Cin., Chicago & St. Louis.....		2	2	2	100	102	8	25	33	10	127	137	
89 Englewood Connecting.....								6	6		6	6	

Table XIII—

1	2	3	4	5	6	7	8	9	10	11	12	13
NAME OF COMPANY.	PAS- SENGERS.		EMPLOYEES.		OTHERS.		TOTAL.		TOTAL.		GRAND TOTAL.	
	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.			Injured.
90 Quincy, Omaha & Kansas City.....					2	2	1	2	3	1	4	5
91 Rock Island & Peoria.....	1	3	4		10	10	1	4	5	2	17	19
100 St. Louis, Chicago & St. Paul.....				3	17	20		2	2	3	19	22
101 St. L., I. & E. (Opp. I. & L. S.).....					2	2					2	2
102 St. Louis & Eastern.....		1	1	1	9	10		2	2	1	12	13
103 St. L. Merchants' Bridge Ter.....	1		1				1	1	2	1	2	3
104 Terminal R. R. Assn. of St. L.....					2	2					2	2
106 Terre Haute & Indianapolis (I.).....												
107 St. L., Vandalia & T. H.....	7	7	3		69	72	6	13	19	9	89	98
108 Terre Haute & Peoria.....					35	35	1	4	5	1	39	40
109 East St. Louis & Carondelet.....					2	2		1	1		3	3
110 Toledo, Peoria & Western.....	1	1	3		9	12	4	5	9	7	15	22
111 Toledo, St. Louis & Kansas City.....	1	1	1	1	50	51	2	5	7	3	56	59
113 Wabash.....	1	1	2	7	32	39	16	26	42	24	59	83
115 Wisconsin Central Company.....	1	2	3	2	4	6	5	2	7	8	8	16
Totals.....	21	104	125	173	1,399	1,572	401	477	878	595	1,980	2,575

(1) Inserted to show relation of following subsidiary lines.

Concluded.

14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
KIND OF ACCIDENT.																	
COUPLING AND UN- COUPLING.	FALLING FROM TRAINS AND EN- GINES.		OVER- HEAD OB- STRU- CTIONS.		COL- LISIONS.		DE- RAIL- MENTS.		OTHER TRAIN ACCIDENTS.		AT HIGH- WAY CROSS- INGS.		AT STA- TIONS.		OTHER CAUSES.		
Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2	.....	.....	.....	1	90
.....	5	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2	10	.....	.....	.....	91
1	4	1	3	.....	.....	.....	4	.....	3	.....	2	1	1	.....	.....	2	100
.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	101
.....	2	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	102
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	103
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	104
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	105
.....	19	.....	7	1	.....	1	2	1	.....	.....	2	4	.....	2	4	.....	55
.....	6	.....	6	.....	.....	.....	1	.....	.....	1	.....	3	.....	13	.....	.....	106
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	107
.....	4	1	1	.....	.....	.....	2	.....	.....	.....	2	1	3	.....	2	.....	108
.....	11	1	8	.....	.....	.....	.....	.....	.....	.....	.....	1	1	4	.....	1	109
.....	16	3	5	.....	2	6	.....	.....	.....	.....	.....	4	6	2	1	13	110
.....	3	1	.....	.....	.....	.....	.....	.....	3	.....	1	2	2	.....	.....	2	111
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	112
13	479	32	178	5	18	13	35	27	78	12	50	78	103	84	233	327	810

TABLE XIV.—*Taxes Paid in Illinois.*

	1	2	3	4	
NAME OF COMPANY.	1894	1895	1896		
1 Archison, Topeka & Santa Fé.....	\$92,273 39	\$97,023 74	\$110,536 50	1	
5 Baltimore & Ohio.....				5	
6 Baltimore & Ohio & Chicago.....	24,305 17	20,435 88	25,241 96	6	
7 Baltimore & Ohio Southwestern.....		86,338 98	110,053 58	7	
8 Belt Railway of Chicago.....	54,000 00	51,009 31	62,991 69	8	
9 Centralia & Chester.....		11,296 42	5,908 76	9	
10 Chicago & Alton.....	214,334 39	433,420 64	238,328 90	10	
13 Chicago & Calumet Terminal.....	7,159 18	8,425 16	21,302 47	13	
14 Chicago & Eastern Illinois.....	96,350 97	107,012 53	152,937 00	14	
15 Chicago & Western Indiana (2).....	90,433 20	96,878 64	119,536 50	15	
16 Chicago & Erie (6).....				16	
17 Chicago & Grand Trunk.....	80,697 63	60,091 64	94,067 06	17	
20 Chicago & Indiana State Line.....	2,898 25	1,297 14	3,164 32	20	
21 Chicago & Northwestern.....	212,567 29	247,158 47	280,586 80	21	
22 Chicago & Northern Pacific.....	(3) 90,280 43	109,493 16	147,612 95	22	
23 Chicago & South Side Rapid Transit.....	4,700 64	32,617 66	31,499 50	23	
24 Chicago & Texas.....	5,319 90	5,640 57	5,564 40	24	
25 Chicago, Burlington & Northern.....	24,183 70	24,362 53	25,635 96	25	
26 Chicago, Burlington & Quincy.....	336,024 71	633,818 13	481,144 13	26	
27 Chicago & Iowa.....	22,533 40	20,663 15	21,658 16	27	
28 Galesburg & Rio.....	2,166 32	2,010 30	23,378 64	28	
29 Illinois Valley & Northern.....	9,658 07	10,926 23	10,734 63	29	
32 St. Louis, Rock Island & Chicago.....	51,236 12	54,616 61	57,687 43	32	
33 Chicago Great Western.....	37,051 17	37,296 94	40,222 95	33	
34 Chicago, Lake Shore & Eastern.....			30,762 87	34	
35 Chicago, Milwaukee & St. Paul.....	117,307 61	113,074 71	151,493 72	35	
36 Chicago, Paducah & Memphis.....			11,376 91	36	
37 Chicago, Peoria & St. Louis.....	51,298 85 (7)	28,144 17	12,500 00	37	
38 Chicago, Rock Island & Pacific.....	169,499 26	204,033 39	187,755 78	38	
41 Cleve and Cincinnati, Chicago & St. Louis.....	130,026 30	123,546 02	123,959 41	41	
42 Kankakee & Seneca.....	12,109 02	11,757 69	8,605 78	42	
43 Peoria & Eastern.....	32,507 82	31,788 15	31,236 00	43	
44 De Pue, Ladd & Eastern.....	261 75			44	
45 East St. Louis Connecting.....	6,571 38	2,280 10	1,344 60	45	
46 Elgin, Joliet & Eastern.....	37,048 27	40,676 50	47,304 24	46	
47 Fulton County Narrow Gauge.....	2,265 59	2,755 63	3,410 16	47	
48 Illinois Central.....	(4) 783,556 24 (5)	781,057 82 (9)	787,905 14	48	
59 Indianapolis, Decatur & Western.....	15,946 69	15,218 73	17,200 00	59	
60 Indiana, Illinois & Iowa.....	11,631 26	13,918 95	15,858 42	60	
61 Iowa Central.....	15,069 30	15,878 61	16,542 67	61	
63 Jacksonville, Louisville & St. Louis.....		1,868 82	13,563 45	63	
64 Litchfield, Carrollton & Western.....			3,792 71	64	
65 Lake Erie & Western.....	26,745 17	27,838 30	32,696 74	65	
66 Lake Shore & Michigan Southern.....	79,884 36	80,067 78	98,445 27	66	
67 Lake Street Elevated.....	181 01	27,688 77	14,116 16	67	
68 LaSalle & Bureau County.....	22 13	786 10	884 56	68	
69 Louisville & Nashville (1).....				69	
70 Southeast & St. Louis.....	36,661 68	38,415 10	39,716 35	70	
71 Louisville, Evansville & St. Louis Consol.....	30,294 80	29,636 52 (10)		71	
73 Michigan Central.....	25,283 57	22,419 11	57,356 12	73	
75 Mobile & Ohio (1).....				75	
76 St. Louis & Cairo.....	30,305 20	33,946 29	36,965 77	76	
77 New York, Chicago & St. Louis.....	23,658 06	28,037 94	37,579 21	77	
79 Pawnee.....		420 87	447 78	79	
80 Pennsylvania Co. (1).....				80	
82 Pittsburgh, Ft. Wayne & Chicago.....	81,987 67	111,511 65	127,478 59	82	
83 South Chicago & Southern.....	2,951 66	3,069 82	3,554 49	83	
84 Peoria & Pekin Union.....		25,568 85	27,261 04	84	
85 Peoria, Decatur & Evansville.....	35,659 89	39,622 93	12,041 56	85	

TABLE XIV.—*Taxes Paid in Illinois*—Concluded.

	1	2	3	4
NAME OF COMPANY.	1894	1895	1896	
88 Pittsburgh, Cincinnati, Chicago & St. Louis.	\$68,991 81	\$101,676 67	\$124,329 02	88
89 Englewood Connecting	2,519 83	2,894 34	2,812 59	89
90 Quincy, Omaha & Kansas City.....	865 71	852 70	1,277 52	90
91 Rock Island & Peoria.....	36,466 52	32,793 89	43,000 00	91
92 St. Louis, Alton & Terre Haute.....	48,452 91	47,979 61	(11) 12,000 00	92
100 St. Louis, Chicago & St. Paul.....	17,094 94	14,588 93	16,033 91	100
101 St. Louis, Indianapolis & Eastern Op. & I. S. Co.....	757 37	8 14 07	12,101 39	101
102 St. Louis & Eastern	1,622 93			102
103 St. Louis Merchants' Bridge Terminal.....	14,657 36	13,981 29	16,876 55	103
104 Terminal Railroad Association of St. Louis.....	37,867 98	39,202 11	42,768 23	104
106 Terre Haute & Indianapolis (I.)				106
107 St. Louis, Vandalia & Terre Haute.....	62,455 08	66,497 29	61,533 73	107
108 Terre Haute & Peoria.....	18,021 42			108
109 East St. Louis & Carondelet	4,575 29	4,035 81	3,650 22	109
110 Toledo, Peoria & Western.....	36,848 10	37,881 66	41,849 37	110
111 Toledo, St. Louis & Kansas City.....	32,889 61	36,635 16	39,013 66	111
113 Wabash	173,761 96	189,981 80	215,863 71	113
114 Wabash, Chester & Western.....	4,498 42	5,621 52	5,976 86	114
115 Wisconsin Central Company.....	12,231 11	13,674 35	15,701 85	115
Totals	\$3,846,327 81	\$4,145,202 45	\$4,706,767 79	

(1) Inserted to show relation of following subsidiary lines.

(2) Taxes distributed among tenant companies on basis of wheelage made by each company during year.

(3) Of this amount the Wisconsin Central paid \$53,439.48, and the Northern Pacific \$37,140.95.

(4) Includes \$680,231.83 proportion of gross receipts due State of Illinois.

(5) Includes \$573,452.40 proportion of gross receipts due State of Illinois.

(6) A tenant of the C. & W. I.; owns and operates no line in Illinois.

(7) Jacksonville Southeastern system.

(8) Taxes were paid by a stockholder of the company.

(9) Includes \$635,865.30, proportion of gross receipts due State of Illinois.

(10) No report filed.

(11) Balance paid by Illinois Central.

GRAIN INSPECTION DEPARTMENT.

REPORT OF CHIEF GRAIN INSPECTOR.

GRAIN INSPECTOR'S REPORT.

CHICAGO, ILL., January 5, 1897.

Hon. W. S. Cantrell, Chairman of the Board of Railroad and Warehouse Commissioners, Springfield, Ills.:

DEAR SIR:—I have the honor to submit herewith the twenty-sixth annual report of the transactions of the Illinois State Grain Inspection Department for the city of Chicago, the period covered being from November 1, 1895, to October 1, 1896, inclusive.

When I came into possession of the office January 1, 1896, succeeding the Honorable George P. Bunker, I found that my predecessor had every department filled with competent and faithful men, and that the inspection furnished to the Board of Trade was giving entire satisfaction, and I found it unnecessary to make many changes.

The increased receipts since June made it necessary to increase the force both on the tracks and in the office. The increase in shipments has also caused an increase of the house inspectors or third assistants, and extra helpers. Now that navigation is closed, while we have decreased the force to a certain extent, I would respectfully recommend an additional reduction in the force, both of the helpers and third assistants and in the office. The force can be again increased when the receipts and shipments are of such character as to demand it.

The past year has been uneventful as regards changes in the department, there having been very few promotions. The new men who have been appointed, as a general thing, have given entire satisfaction, and by their courteous conduct and strict attention to business have given satisfaction and gained the confidence of both the shippers and receivers.

I have taken occasion during the past year to visit a great number of country elevators. I have also spent some days visiting the elevators of Buffalo, New York and Baltimore, in company with Supervising Inspector Smillie. I also spent a day at Minneapolis, a day at St. Paul, a day at Duluth, visiting the elevators at those points, and gathering such information as I could in regard to their system of inspection. We also spent two days in St. Louis, visiting the Board of Trade and in the different elevators of that city. Later I inspected the elevators of Memphis, New Orleans and other southern points, and I feel fully warranted in saying that there is no system of inspection of grain that is giving more general satisfaction, both to the receiver and shipper, than the Chicago inspection.

If I might be permitted, I would most respectfully recommend that all inspectors to be appointed in the future at points outside the city of Chicago shall be made on the recommendation of the Chief Grain Inspector at Chicago, and that they shall be under his supervision and report directly to him. By so doing the grading throughout the State will be uniform, and in my judgment be a great benefit to the people of the State.

I would also recommend to your honorable board that the Chief Grain Inspector be instructed to at least once a year visit the large grain centers of this country. I also feel that it would be doing the service a great good if the Supervising Inspector could accompany him on such trips.

The year, as a whole, has been comparatively no better than the previous year. The low price of grain, and the general depression of business, with the unsettled elevator question, has had its effect upon the grain market, and has materially affected this department, as it is entirely dependent upon the receipts for maintenance.

I feel that I would be doing myself a great injustice if I did not especially refer to Supervising Inspector Smillie and his Assistant Parker, for the able assistance that they have given the department in the fulfillment of their duties. Each one of these gentlemen has worked overtime almost daily in the interests of the department. In fact, their services to this department can hardly be estimated. And while giving them the great credit which is due, equal credit is due both the second and third assistants for the faithful performance of their duties and careful attention to business. I have had few complaints of the inspectors in the last year, and have had no cause to reprimand one.

With the department on a paying basis, some little time ago I recommended to your honorable board that the salaries of all employes of the department be restored to what they were, when your honorable board was forced to reduce them on account of light receipts, and on your order the same was done. I am satisfied that with the prospects of heavy receipts of corn and wheat the coming winter, and with the extremely heavy shipments which must follow in the spring, that the surplus can be retained in the department, sufficiently large for the good and the protection of the department, without raising the inspection fees.

The following tables of exhibits marked Exhibit A 1 to Exhibit H, is a full and correct copy of the business done by this department for the year ending October 1, 1896:

- Exhibit A 1, shows inspection on arrival, by months, of winter wheat.
- Exhibit A 2, shows inspection on arrival, by months, of spring wheat.
- Exhibit A 3, shows inspection on arrival, by months, of corn.
- Exhibit A 4, shows inspection on arrival, by months, of oats.
- Exhibit A 5, shows inspection on arrival, by months, of rye.
- Exhibit A 6, shows inspection on arrival, by months, of barley.
- Exhibit A 7, shows grand total of inspection on arrival, by months, for year.
- Exhibit B 1, shows inspection on arrival, by railroads, of winter wheat.
- Exhibit B 2, shows inspection on arrival, by railroads, of spring wheat.
- Exhibit B 3, shows inspection on arrival, by railroads, of corn.
- Exhibit B 4, shows inspection on arrival, by railroads, of oats.
- Exhibit B 5, shows inspection on arrival, by railroads, of rye.
- Exhibit B 6, shows inspection on arrival, by railroads, of barley.
- Exhibit B 7, shows grand total inspection on arrival for year, by railroads.
- Exhibit C 1, shows inspection on arrival, by canal and lake, bushels winter and spring wheat.
- Exhibit C 2, shows inspection on arrival, by canal and lake, bushels corn.
- Exhibit C 3, shows inspection on arrival, by canal and lake, bushels oats.
- Exhibit C 4, shows inspection on arrival, by canal and lake, bushels rye.
- Exhibit C 5, shows inspection on arrival, by canal and lake, bushels barley.
- Exhibit D 1, shows inspection from store regular elevators, by month.
- Exhibit D 2, shows inspection on board lake vessels of grain loaded from unlicensed elevators.
- Exhibit F, inspection on arrival. Comparative statement of inspections from 1880 to 1896, inclusive.
- Exhibit G, inspection from store. Comparative statement of out inspections from 1883 to 1896, inclusive.
- Exhibit H, average contents of car loads of grain on all railroads and price of inspection per car for same.

Thanking your honorable board for the very many courtesies extended to me the past year, and the interest you have taken in the department, I am

Very truly yours,

D. W. ANDREWS, *Chief Inspector.*

EXHIBIT A--5.

Inspection on Arrival--By Months.

RYE.

MONTHS.	1	2	3	No grade.	Total.
November, 1895	1	130	23	2	156
December, 1895		159	24		183
January, 1896		105	25		130
February, 1896		168	21		189
March, 1896		180	20		200
April, 1896		37	9	1	67
May, 1896		75	12		87
June, 1896		113	13	3	129
July, 1896		221	45	5	271
August, 1896		211	153	29	393
September, 1896		328	190	58	576
October, 1896		650	309	52	1,011
Totals	1	2,397	844	150	3,392
Total estimated bushels.....					2,211,584

EXHIBIT A—7.

Grand Total of Inspection on Arrival—By Months—For Year.

MONTHS.	Winter Wheat...	Spring Wheat...	Corn.....	Oats.....	Rye.....	Barley.....	Total.....
November, 1895.....	619	9,380	10,293	5,132	156	2,750	28,330
December, 1895.....	235	4,664	9,148	5,239	183	1,761	21,290
January, 1896.....	771	1,908	12,657	5,387	130	1,251	22,107
February, 1896.....	615	2,397	8,354	5,887	189	1,331	18,973
March, 1896.....	145	790	10,556	6,640	200	1,628	19,959
April, 1896.....	176	176	6,299	5,094	67	551	12,363
May, 1896.....	203	104	8,055	5,845	87	700	14,964
June, 1896.....	348	143	11,807	8,668	129	1,051	22,146
July, 1896.....	4,529	132	14,900	5,169	271	229	25,221
August, 1896.....	3,833	1,342	20,411	9,401	393	450	35,830
September, 1896.....	3,281	2,841	15,324	9,734	576	1,421	33,180
October, 1896.....	2,487	5,181	24,253	14,115	1,011	5,035	52,082
Total cars.....	17,236	29,061	152,057	86,341	3,392	18,358	306,445
Total estimated bushels.....							260,371,445

EXHIBIT B—1.

Inspection on Arrival—By Railroads.

WINTER WHEAT.

RAILROADS.	WHITE.			No grade....	HARD.		RED.			No grade....	COLO-RADO.		No grade....	Totals
	2	3	4		2	3	2	3	4		2	3		
C., B. & Q.....	6	14	8	..	243	1,232	579	1,006	672	335	1	...	..	4,156
C., R. I. & P.....	8	5	3	1	212	857	169	219	327	84	...	...	...	1,885
Chicago & Alton.....	...	...	1	2	196	383	434	467	358	295	...	...	...	2,136
Illinois Central.....	...	...	...	...	142	198	191	306	251	116	...	...	...	1,204
Freeport Div., I. C.....	...	...	...	...	...	...	3	15	3	...	...	...	...	21
Gal. Div., C. & N. W.....	1	...	...	...	34	55	7	13	19	...	64	19	..	212
Wis. Div., C. & N. W.....	5	2	...	...	...	...	23	23	2	...	5	...	...	60
W., St. L. & P.....	...	1	1	1	14	18	247	517	244	180	...	...	...	1,223
C. & E. I.....	1	...	...	...	1	1	160	322	175	31	...	...	...	691
Chi., Mil. & St. Paul.....	31	32	...	...	8	12	51	51	51	7	5	...	...	251
Wisconsin Central.....	...	1	...	...	...	...	...	...	3	...	19	...	...	23
Chicago Great Western.....	...	...	...	...	47	282	...	2	1	52	7	...	...	304
A., T. & S. F.....	...	1	1	..	196	1,189	141	143	288	52	...	...	...	2,011
E., J. & F.....	...	...	...	...	102	427	16	28	200	5	...	...	...	778
Special.....	...	...	...	...	23	30	1,620	412	71	34	...	...	1	2,191
Total.....	52	56	14	4	1,218	4,741	3,643	3,529	2,716	1,146	94	19	1	17,236

EXHIBIT B 2.

Inspection on Arrival—By Railroads.

SPRING WHEAT.

RAILROADS.	NORTH- ERN.				No grade.	WHITE.		MIXED.		Totals
	1	2	3	4		2	3	2	3	
C., B. & Q.....	2,120	232	4,060	124	15	17	61	....	6	6,635
C., R. I. & P.....	127	221	2,153	453	19	1	1	2	12	2,989
Chicago & Alton.....	.....	.....	7	2	.....	.....	.....	.....	.....	9
Illinois Central.....	.....	.....	24	2	.....	.....	.....	.....	.....	26
Freeport Div., I. C.....	32	96	630	100	20	.....	.....	.....	.....	938
Gal. Div., C. & N. W.....	10	276	3,638	686	22	.....	1	.....	2	4,635
Wis. Div., C. & N. W.....	21	84	747	69	17	.....	.....	3	16	957
W., St. L. & P.....	.....	1	17	1	.....	.....	.....	.....	.....	19
C. & E. I.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chi. Mil. & St. Paul.....	84	260	4,880	320	50	.....	5	1	18	5,618
Wis. Central.....	.....	.....	5	.....	.....	.....	.....	.....	.....	5
Chicago Great Western.....	91	49	562	15	2	1	2	.....	.....	722
A., T. & S. F.....	.....	.....	15	8	1	.....	.....	.....	.....	24
E., J. & F.....	.....	20	273	90	17	.....	.....	.....	.....	400
Special.....	1,340	3,337	1,269	128	4	.....	.....	.....	6	6,084
Total.....	3,825	4,576	18,340	1,998	167	19	76	6	60	29,061

EXHIBIT B—3
Inspection on Arrival—By Railroads.

CORN.

RAILROADS	YELLOW.		WHITE.		2	3	4	No. of cars	Total.
	2	3	2	3					
C., B. & B.....	6,451	3,718	1,015	118	11,841	4,808	1,162	238	29,681
C., R. I. & P.....	3,225	1,254	469	171	8,984	5,196	797	163	20,219
Chicago & Alton.....	2,649	2,135	734	677	2,143	3,103	1,075	86	12,602
Illinois Central.....	5,157	5,481	1,850	1,200	1,583	2,723	580	37	18,611
Freeport Div., I. C.....	558	710	28	43	560	698	139	17	2,753
Gal. Div., C. & N. W.....	2,409	2,434	156	69	2,181	2,117	410	20	9,796
Wis. Div., C. & N. W.....	19	14	1	1	1	27	1	.....	55
W., St. L. & P.....	2,062	1,454	1,689	642	944	1,196	237	62	8,286
C. & E. I.....	1,241	979	838	266	723	1,027	211	24	5,309
Chi., Mil. & St. Paul.....	1,371	799	37	38	4,654	2,942	394	25	10,260
Wis. Central.....	.....	.....	.....	.....	1	.....	.....	.....	1
Chicago Great Western.....	330	110	94	27	3,207	762	134	56	4,720
A., T. & S. F.....	1,306	833	438	171	2,775	1,692	335	233	7,783
E. J. & E.....	1,856	884	463	102	4,172	1,986	365	127	9,953
Special.....	1,940	3,139	293	202	2,557	3,131	332	132	12,016
Totals.....	30,565	21,244	8,135	4,027	46,286	31,408	6,172	1,220	152,057

EXHIBIT B—4.
Inspection on Arrival—By Railroads.

OATS.

RAILROADS.	WHITE.		2	3	WHITE CLIPPED.		Non clipped.	Total
	2	3			1	2		
C., B. & Q.....	580	5,226	1,005	3,129			192	10,130
C., R. I. & P.....	679	5,860	295	5,351		1	393	12,579
Chicago & Alton.....	156	418	311	1,887			246	3,018
Illinois Central.....	241	1,484	1,759	5,525		2	385	9,399
Freeport Div., I. C.....	1,048	1,907	233	1,064		4	24	4,280
Gal. Div., C. & N. W.....	2,082	7,832	611	3,225	5	9	252	14,076
Wis. Div., C. & N. W.....	390	1,525	34	284	1	3	6	2,243
W. St. L. & P.....	122	725	423	2,006			421	3,697
C. & E. I.....	22	277	412	2,411			75	3,197
Chi. Mil. & St. Paul.....	1,982	6,819	617	3,398		1	153	12,970
Wis. Central.....	2	77		60				139
Chicago Great Western.....	397	2,179	436	631		14	7	3,664
A., T. & S. F.....	159	679	357	924			57	2,176
E., J. & E.....	474	554	138	499		1	39	1,705
Special.....	769	1,247	369	605			78	3,068
Totals.....	9,106	36,809	7,060	30,998	6	35	2,327	86,341

EXHIBIT B—5.

Inspection on Arrival—By Railroads.

RYE.

RAILROADS.	1	2	3	No grade.	Total.
C., B. & Q.....	1	667	242	63	973
C., R. I. & P.....		217	152	31	400
Chicago & Alton.....		42	14	18	74
Illinois Central.....		66	45	9	120
Freeport Div., I. C.....		69	20		89
Gal. Div., C. & N. W.....		214	85	3	302
Wis. Div., C. & N. W.....		155	8		163
W., St. L. & P.....		51	30	10	91
C. & E. I.....		57	49	5	111
Chi., Mil. & St. Paul.....		455	84	3	542
Wis. Central.....		55			55
Chicago Great Western.....		87	34	3	124
A., T. & S. F.....		32	31	1	64
E., J. & E.....		21	7		28
Special.....		209	43	4	256
Totals.....	1	2,397	844	150	3,392

EXHIBIT B 6.
Inspection on Arrival—By Railroads.

BARLEY.

RAILROADS.	CHEVA- LIER.	2	3	4	5	No Trade	Total.
	3						
C., B. & Q.....		9	1,006	261	21	4	1,301
C., R. I. & P.....			1,250	855	244	38	2,387
Chicago & Alton.....			4	4			8
Illinois Central.....				1			1
Freeport Div., I. C.....			925	577	25	8	1,535
Gal. Div., C. & N. W.....		22	1,867	526	29	12	2,456
Wis. Div., C. & N. W.....		57	2,726	321	14	27	3,175
W., St. L. & P.....					1		1
C. & E. I.....						1	1
Chi., Mil. & St. Paul.....		7	4,770	1,290	153	30	6,250
Wis. Central.....			8	3			11
Chicago Great Western.....	2	1	644	383	5	1	1,036
A., T. & S. F.....		1	35	46	3	1	86
E., J. & E.....			3	25	7		35
Special.....			37	28	1		66
Totals.....	2	97	13,275	4,329	533	122	18,358

EXHIBIT B—7

Grand Total of Inspection on Arrival for Year—By Railroads.

Railroads.	Winter wheat	Spring wheat	Corn	Oats	Rye	Barley	Total.
C. B. & Q.....	4,156	6,635	29,681	10,130	973	1,301	52,876
C. R. I. & P.....	1,885	2,989	20,219	12,579	400	2,387	40,459
Chicago & Alton.....	2,136	9	12,602	3,018	74	8	17,847
Illinois Central.....	1,204	26	18,611	9,399	120	1	29,361
Freeport Div. I. C.....	21	998	2,753	4,280	89	1,535	9,616
Gal. Div. C. & N. W.....	212	4,635	9,796	14,076	302	2,456	31,477
Wis. Div. C. & N. W.....	60	957	55	2,243	163	3,175	6,653
W. St. Louis & P.....	1,223	19	8,286	3,697	91	1	13,317
C. & E. I.....	691	.....	5,309	3,197	111	1	9,309
Chi., Milwaukee & St. Paul.....	251	5,618	10,260	12,970	542	6,259	35,900
Wis. Central.....	23	5	1	139	55	11	234
Chicago Great Western.....	394	722	4,720	3,664	121	1,036	10,660
A. T. & Santa Fé.....	2,011	24	7,783	2,176	61	86	12,144
E. J. & E.....	2,778	400	9,955	1,705	28	35	12,901
Special.....	2,191	6,084	12,026	3,068	256	66	23,691
Totals.....	17,236	29,061	152,057	86,341	3,392	18,358	306,445

EXHIBIT C-1.

Inspection on Arrival—By Canal and Lake—Bushels.

WINTER AND SPRING WHEAT.

MONTHS.	HARD.		RED.		NORTH- ERN.	SPRING.	Totals.
	3	2	3	4	1	2	
November, 1895.....							
December, 1895.....		6,305	52,880				59,185
January, 1896.....					24,996		24,996
February, 1896.....							
March, 1896.....							
April, 1896.....		1,000	5,600				6,600
May, 1896.....		2,946					2,946
June, 1896.....		9,252					9,252
July, 1896.....	2,700	154,521					157,221
August, 1896.....		43,290	4,508			8,000	55,798
September, 1896.....		19,629	29,052	4,524		12,029	65,234
October, 1896.....							
Total.....	2,700	236,943	92,040	4,524	24,996	20,029	381,232

EXHIBIT C—2.

Inspection on Arrival—By Canal and Lake—Bushels.

CORN.

MONTHS.	YELLOW.		WHITE.		CORN.			Totals.
	2	3	2	3	2	3	1	
November, 1895.....		28,291			35,500	10,768		74,559
December, 1895.....		5,385						5,385
January, 1896.....		26,879				44,240		71,119
February, 1896.....		12,982				9,399		22,381
March, 1896.....		11,487		43,200	9,587	87,419		151,693
April, 1896.....	41,299	6,500		10,000	38,371	32,800		128,970
May, 1896.....	141,072		20,682		218,581			380,335
June, 1896.....	98,300		34,579	8,552	231,331			372,762
July, 1896.....	54,260	8,000	15,440		121,983	14,000	2,200	215,883
August, 1896.....	30,260				116,866			447,126
September, 1896.....	221,822		4,801		524,294			750,917
October, 1896.....								
Totals.....	587,013	99,524	75,502	61,752	1,596,513	198,626	2,200	2,621,130

EXHIBIT C 3.

Inspection on Arrival - By Canal and Lake—Bushels

OATS.

MONTHS.	WHITE.		2	3	Total.
	2	3			
November, 1895.....		28,333	17,871	5,400	51,606
December, 1895.....					
January, 1896.....			24,500		24,500
February, 1896.....			30,075		30,075
March, 1896.....				21,000	100,634
April, 1896.....	1,000	55,622	23,012		125,876
May, 1896.....		32,617	73,059	20,200	214,346
June, 1896.....	40,809	86,228	84,509	2,500	167,880
July, 1896.....		73,338	83,442	11,100	65,125
August, 1896.....		23,800	37,825	3,500	100,026
September, 1896.....			75,926	24,100	12,000
October, 1896.....			3,500	8,500	
Totals.....	41,809	299,940	451,019	96,300	892,068

EXHIBIT C 4.

Inspection on Arrival- By Canal and Lake Bushels.

RYE.

Months.	2	3	Total.
November, 1895.....			
December, 1895.....			
January, 1896.....			
February, 1896.....			
March, 1896.....			
April, 1896.....			
May, 1896.....			
June, 1896.....			
July, 1896.....			
August, 1896.....			
September, 1896.....	10,212		10,212
October, 1896.....	8,271	1,000	9,271
Totals.....	18,473	1,000	19,483

EXHIBIT C—5.

Inspection on Arrival—By Canal and Lake—Bushels.

BARLEY.

Months.	3	Total.
November, 1895.....		
December, 1895.....	19,975	19,975
January, 1896.....	10,926	10,926
February, 1896.....		
March, 1896.....		
April, 1896.....		
May, 1896.....		
June, 1896.....		
July, 1896.....		
August, 1896.....		
September, 1896.....		
October, 1896.....		
Totals.....	30,901	30,901

EXHIBIT D—1.

Inspection from Store—Regular Elevators.

MONTHS.	WINTER WHEAT.	SPRING WHEAT.	CORN.	OATS.	RYE.	BARLEY	TOTAL.
	Bushels	Bushels	Bushels	Bushels	Bushels	Bushels	Bushels
November, 1895.....	1,969,760	520,187	3,297,595	127,612		192,877	6,108,031
December, 1895.....	1,539,132	944,678	1,315,899	226,132	15,985	15,505	4,117,331
January, 1896.....	915,924	455,309	1,664,972	3,790		2,850	3,042,755
February, 1896.....	1,950,710	280,427	1,997,387	1,048		5,500	4,235,072
March, 1896.....	2,422,804	517,781	1,651,367	49,285		8,260	4,649,497
April, 1896.....	2,024,776	435,387	2,765,932	234,752	25,000	66,820	5,552,667
May, 1896.....	877,653	687,022	4,290,351	1,585,936	130,551		7,571,513
June, 1896.....	333,102	1,410,405	4,367,409	1,284,029	114,238		7,209,183
July, 1896.....	341,398	1,029,688	6,054,081	1,286,231	86,997	11,067	8,809,462
August, 1896.....	4,090,517	1,036,816	8,088,806	668,000	71,517	1,545	10,957,201
September, 1896.....	579,852	1,017,685	6,984,277	609,531	233,545	41,282	9,466,172
October, 1896.....	600,716	545,000	10,674,296	148,838	182,854	485,850	12,637,554
Totals.....	14,706,344	8,580,385	53,152,372	6,225,094	860,687	831,556	84,356,438

EXHIBIT D—2.

Inspection on Board Lake Vessels—Grain Loaded from Unlicensed Elevators.

MONTHS.	WINTER WHEAT.	SPRING WHEAT.	CORN.	OATS.	RYE.	BARLEY	TOTAL.
	Bushels	Bushels	Bushels	Bushels	Bushels	Bushels	Bushels
November, 1895.....	135,416	109,847	875,177	483,283			1,603,453
December, 1895.....	159,361	160,000	137,572	259,616			716,549
January, 1896.....	63,958	330,894	568,135	146,487			1,109,474
February, 1896.....	53,415	309,345	355,411	587,946			1,306,120
March, 1896.....	179,750	219,589	165,493	622,982			1,187,814
April, 1896.....	100,229	148,336	515,680	619,126			1,413,671
May, 1896.....	60,700	201,700	1,155,514	857,673			2,275,587
June, 1896.....	14,065	157,800	1,785,878	2,905,314	9,261		4,872,318
July, 1896.....	229,600	87,400	1,965,217	1,392,370	5,000		3,679,587
August, 1896.....	784,704	255,235	5,469,728	1,067,097	27,000		7,603,761
September, 1896.....	712,877	69,000	2,907,526	1,207,004	45,340		4,941,747
October, 1896.....	422,930	37,039	3,472,846	1,586,289			5,519,101
Totals.....	2,916,735	2,086,188	19,374,177	11,765,487	86,601		36,229,188

EXHIBIT F.

Inspection on Arrival—Comparative Statement of Inspection from 1880 to 1896, inclusive.

YEARS.	CARS.		BOATS.		WINTER WHEAT.		SPRING WHEAT.		CORN.		OATS.		RYE.		BARLEY.		TOTAL.	
	Number.	Number.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	
1880	270,523	1,422	5,887,500	17,312,968	91,187,379	18,873,400	1,615,545	3,991,576									138,896,368	
1881	227,419	950	1,682,311	18,398,187	76,017,132	22,612,368	1,221,813	4,177,762									124,109,663	
1882	171,218	607	11,157,238	9,508,301	45,775,863	25,069,350	1,688,397	5,893,801									90,083,953	
1883	235,213	477	6,453,691	13,000,065	72,258,580	33,302,184	1,680,600	6,824,316									137,418,816	
1884	210,822	351	7,163,624	16,782,273	54,600,598	33,633,860	3,732,180	6,735,827									128,648,362	
1885	212,270	460	2,354,818	24,624,672	56,709,685	38,839,040	1,738,151	8,032,764									131,773,960	
1886	201,103	450	5,506,981	10,644,841	68,477,686	42,534,082	1,104,386	10,262,360									130,297,069	
1887	189,130	503	5,639,573	17,667,973	50,700,175	15,974,721	822,831	9,462,000									147,344,840	
1888	211,818	341	7,265,135	10,191,631	66,391,548	52,617,987	2,357,792	8,521,344									173,670,447	
1889	249,888	362	13,695,187	4,654,590	84,775,590	58,708,512	2,570,410	9,206,163									204,506,701	
1890	272,956	610	9,126,046	9,320,484	94,994,620	74,605,312	3,085,129	13,378,080									173,670,447	
1891	277,216	422	27,793,776	15,127,138	68,283,523	75,404,372	8,185,375	11,042,163									205,836,347	
1892	320,572	389	34,223,568	22,639,996	86,139,535	85,779,164	3,972,960	13,951,020									246,726,243	
1893	271,041	381	17,914,363	23,372,064	87,435,925	75,294,700	1,508,853	12,662,400									215,888,245	
1894	217,207	353	27,200,900	1,055,360	71,500,220	65,952,650	930,550	11,369,755									181,069,455	
1895	204,616	557	11,023,123	9,751,617	71,782,273	76,393,690	1,103,308	9,578,184									179,695,165	
1896	306,445	722	13,642,469	22,480,117	101,961,630	106,055,406	2,231,067	10,845,807									264,215,826	

EXHIBIT C.

Inspection from Store—Comparative Statement of Out-Inspection from 1883 to 1896, inclusive.

YEARS.	WINTER WHEAT.		SPRING WHEAT.		CORN.		OATS.		RYE.		BARLEY.		TOTAL.		COMBINED TOTALS OF IN AND OUT-INSPECTION.	
	Bushels.		Bushels.		Bushels.		Bushels.		Bushels.		Bushels.		Bushels.		Bushels.	
1883	5,201,303		5,854,324		52,394,118		6,115,397		3,190,925		771,086		73,797,578		241,216,441	
1884	4,144,460		12,996,124		30,667,298		9,024,298		2,037,022		1,296,694		58,890,778		187,479,140	
1885	1,501,665		7,715,680		31,661,637		3,665,637		738,269		296,790		45,578,922		177,358,882	
1886	2,648,956		10,500,918		41,645,724		1,765,724		635,474		1,052,913		61,249,305		192,778,757	
1887	6,019,271		17,642,628		39,843,370		10,153,370		394,948		1,044,871		75,098,411		205,395,480	
1888	3,660,541		6,365,790		46,754,254		14,848,254		516,942		1,157,523		72,673,334		217,890,263	
1889	9,156,010		3,637,252		66,517,531		20,638,531		1,778,224		1,790,573		103,156,919		276,827,396	
1890	4,408,468		4,690,471		57,285,813		16,829,813		1,636,253		1,753,829		85,744,408		290,251,109	
1891	23,127,905		8,908,566		41,248,375		14,461,375		5,573,667		2,079,177		91,209,883		300,046,280	
1892	17,183,329		16,768,772		46,149,499		18,844,499		2,325,719		1,819,642		107,917,619		354,643,862	
1893	17,183,329		10,911,263		62,014,718		16,064,718		676,189		1,320,529		108,170,502		324,058,747	
1894	7,346,455		12,075,388		40,284,112		10,143,112		229,826		933,568		71,042,542		252,081,497	
1895	15,889,909		3,269,447		19,610,871		16,433,638		207,734		604,124		86,042,420		266,737,585	
1896	17,623,079		10,666,573		72,326,519		17,990,581		949,288		831,576		120,585,626		384,801,452	

EXHIBIT H.

Average Contents of Car Load of Grain on All Roads Bushels.

Kind of Grain.	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896
Wheat.....	320	400	410	418	446	479	489	498	504	521	533	554	582	603	614	619	650	660	757	772
Corn.....	400	435	450	473	487	509	517	524	535	550	575	586	591	619	628	638	700	740	687	700
Oats.....	700	800	710	800	824	850	879	911	930	967	996	1,009	1,016	1,016	1,048	1,096	1,100	1,150	1,192	1,218
Rye.....	400	400	450	450	468	489	500	503	507	516	536	548	585	604	601	612	650	650	640	652
Barley.....	450	500	190	536	529	588	588	611	618	620	664	624	647	705	729	785	800	815	803	807

Charge for Inspection—Per Car.

Year.....	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896
Cents.....	25	25	25	25	30	30	35	35	35	35	35	35	30	25	25	25	25	25	25	25

REPORT OF WAREHOUSE REGISTRAR.

REPORT OF WAREHOUSE REGISTRAR.

CHICAGO, ILL., November 1, 1896.

Hon. W. S. Cantrell, Chairman Railroad and Warehouse Commission, Springfield, Illinois:

DEAR SIR:—As customary, I herewith submit to your honorable Board the annual report of this office. It is the twenty-sixth year that this State department has transacted its business, and the report of the same covers the period beginning November 1, 1895, and ending October 1, 1896.

One glance at the tables or exhibits appended hereto reveals the fact that the past year has been quite a busy time. Note the totals in the "Trial Balance" table of receipts into store, and shipments from store, compare the amount of grain on hand in the warehouses of Class "A" of the foregoing, and of the year just past, and examine the comparative statement of the amounts of grain annually received into these warehouses from 1886 to 1896, and of the amounts annually shipped therefrom during this period of time; also the number of cars, boats and vessels from which the grain was received—"Exhibit G"—and we shall see at a glance that the past year in regard to bulk of business compares favorably with the busy grain years of 1890 to 1892, and that it has, in volume, greatly surpassed its immediate predecessors. The tables show the entire work of this department fully and concisely, without a word of further explanation, and also speak highly for the efficiency and faithfulness of the clerical force. The greater part of the year all this work was performed by five assistants, and when receipts and shipments, in response to better prices on the Board of Trade shortly before the National and State election, began to increase heavily, the clerical force was enforced by two more men.

The storage capacity of the Class "A" warehouses has increased on the whole over the preceding year by 200,000 bushels. The Calumet Elevator B was made regular on December 31, 1895, but discontinued to be a Class "A" house on July 1, 1896; and the Chicago O'Neill Elevator B became regular and began work on September 18, 1896. On October 26, just before the close of our business year, a serious conflagration destroyed the Pacific Elevators A and B, of which the latter was the regular house, containing 853,794 bushels of wheat.

During the long continued legal contest between the Board of Trade people and the elevator men as to mixing grain, i. e., that the latter store their own grain in the same bins with other people's grain, the books and files and records of this office were repeatedly searched by both parties in the case, and their attorneys, and proved to be an invaluable source of information. For months and months, while this searching of the records lasted, causing a great deal of labor on the part of the office force, it was demonstrated day by day how sorely this office is in need of a greater vault space for its hundreds of books of record. At present the old files are piled book upon book from floor to ceiling, in a very narrow vault, and I need not vividly describe how dusty and tedious a job it is to find one certain volume out of several hundred that all look alike and are stacked up in such great heaps. Though we have taken the pains since to label them all correctly, yet the task of getting out a certain

volume is not an easy one even for a janitor. I would therefore earnestly recommend that your honorable Board procure more vault room for this department, as it is a necessity, and I have no doubt that both parties in the above mentioned suit, who have looked into matters, will unhesitatingly agree with me.

The weekly statement of grain in store, going over to the Board of Trade from this office, has been improved upon during the past year in order to better accommodate the members of the Board, in such manner as to show the quantity and grades of grain in each particular elevator, regardless of the ownership of such houses. Heretofore it has been customary to report all the stocks in the several houses under one ownership as one item. Now we give them quite an extensive and itemized sheet, one yard and one-half long.

Permit me to also call attention to the very favorable showing in "Exhibit C," giving the number and disposition of the appeals taken from the decision of the Grain Inspection Department, and submitted for final action to the Committee on Appeals, which committee is an adjunct to this (the registration) office. Though a very busy grain year, there were but 93 cases of appealing, 90 cars and 3 boats. Note that in the cases of 52 cars and 1 boat the inspection was upheld, and 38 cars and 1 boat it was changed, and the meritorious and efficient work of both the inspectors and the members of the Appeals Committee needs no further words of commendation.

Assuring you that the relations between this department and both the elevator people and the Board of Trade people, as well as toward one and all seeking information or doing business through this office, have been the most friendly and that all work has been done to the best of our ability, I remain.

Yours very respectfully,

LOUIS WAGNER,

Warehouse Registrar.

EXHIBIT A. I.
 "Trial Balance" Table for the Year.

Ware-houses.	Winter.	Spring.	Corn.	Oats.	Rye.	Barley.	Total.
<i>Balance on hand Nov. 1, 1865.</i>							
Armour, A and B and Annex.....	2,579,548	953,977	38,415	2,636	43,120	22,730	3,660,146
" D and Annex.....	909,670	682,282	34,263	22,082	57,190		1,705,487
" E.....		204,618					204,618
" F.....	425,490	211,607					637,097
Central A.....	215,045	382,024	2,424	3,681			633,174
B.....	103,684	350	245,698	68,506	9,805		428,043
City.....	201,059	77,317	21,794	8,433	72		308,675
Fulton.....	301,521					2,200	303,721
Union.....	1,011,582	481,353	21,080				1,514,024
St. Paul.....	617,635	184,836	338	1,062		4,751	808,622
Air Line.....	530,390	492					530,881
Galea.....	630,300	600					631,300
Iowa.....	41,187	241,874	58,061	20,143	4,350	26,987	352,602
Nebraska City.....	300,251	1,296,065	772			77	1,597,165
Pacific B.....	498,537	446,411					944,951
Rock Island A.....	44,630	25,033	63,500		3,575		131,138
B.....	154,632	67	2,106				156,745
South Chicago C and Annex.....	880,405	117,340	51,054	25,984	79,058	26,101	1,044,839
B.....	156,905	6,956	221,277	32,906	905	715	1,433,841
Indiana.....	40,138	143,580	2,348		200	110	179,059
Wabash.....	377,407		42,595	1,468			421,470
Santa Fe.....	575,131	355,131	17,208	6,517	1,085		1,138,691
B and Alton.....	151,518	30,125	140,584	7,400			330,627
National.....	724,711	1,670	62,099	222,445	3,729		1,014,651
St. Louis.....							
Total.....	11,976,779	6,200,683	1,330,973	422,963	205,149	83,751	20,229,298

Exhibit A - Continued.

Warehouses.	Winter.	Spring.	Corn.	Oats.	Rye.	Barley.	Total.
<i>Received since Nov. 1, 1895.</i>							
Armour A and B and Annex.....	40,557	5,447,036	4,707,750	282,006	213,813	219,332	10,940,474
" D and Annex.....	86,216	2,899,738	2,058,466	1,015,571	205,286	18,388	6,373,665
" E.....		129,073	11,808,015				12,327,888
" F.....		1,437,846					1,437,846
Central A.....	367,607	791,374	195,817	24,052			1,409,450
" B.....	1,781	142,045	7,482,664	1,415,536	67,883	228,527	9,338,456
City.....	201,457	647,978	2,067,608	180,938	14,984	23,899	3,136,864
Fulton.....	20,000	222,000					386,504
Union.....	214,051	994,886	846,935	9,881	4,642		2,070,595
St. Paul.....	35,226	681,885	420,211	42,785	11,332		1,317,529
Air Line.....	65	288,000	310,500				598,655
Galena.....		98,936	778,342	34,567			1,880,247
Iowa.....	5,915	969,889		258,635	82,526	268,402	3,055,010
Nebraska City.....	535,051	2,004,902	2,197,864	181,814		140,171	2,809,367
Pacific B.....	110,486	1,264,322					1,485,199
Rock Island A.....	13,458	136,741					3,210,364
" B.....	39,529	67,193	2,369,476	353,123	20,688	117,845	491,398
South Chicago C and Annex.....	331,117	2,164,055	5,985,832	813,413	22,258	6,383	9,681,308
Calumet B.....	27,024	407,583	2,368,233	14,223	513,887	52,974	2,817,063
Indiana.....	605,463	4,535	4,817,714	1,130,688	55,662	10,154	6,624,244
Wabash.....	155,120	349,702	1,975,420	140,731	4,183		2,625,136
Santa Fe.....	820,761	426	3,828,085	114,700	7,651		5,071,623
B and Alton.....	934,736	1,919,483	1,906,261	2,051,621	84,956		6,897,057
National.....	8,715	327,365	538,442	122,077			996,599
St. Louis.....	241,624	23,284	2,262,211	226,864	5,176		2,759,159
Chicago O'Neill B.....		1,276		292,741			294,017
Total.....	4,846,569	23,807,456	59,622,603	9,006,016	1,434,317	1,399,246	100,116,297

Exhibit A - I (Continued).

Warehouses.	Winter.	Spring.	Corn.	Oats.	Rye.	Barley.	Total.
<i>Total.</i>							
Armour A and B and Annex.....	2,620,985	6,421,013	4,715,865	284,612	286,933	242,082	14,600,420
" " D and Annex.....	995,886	3,582,020	2,092,729	1,037,653	356,476	18,388	8,079,152
" " E.....		129,973	12,102,663				12,532,636
" " F.....	125,190	1,079,453					2,104,943
Central A.....	642,652	1,173,998	198,241	27,733			2,042,624
" " B.....	105,465	142,395	7,728,362	1,184,092	77,688	228,327	9,766,499
Fulton.....	402,516	725,295	2,080,402	189,371	15,056	23,899	3,445,539
Union.....	321,521	222,000				146,764	690,285
St. Paul.....	552,864	1,476,239	866,024	9,881	4,612		3,584,419
Am. Line.....	590,464	866,721	420,549	43,847	11,332	130,841	2,126,151
Galena.....	690,990	288,492	310,590				1,189,546
Iowa.....	47,102	99,536	778,342	34,567		268,402	1,811,837
Nebraska City.....	835,902	1,211,763	2,255,925	278,778	86,886	167,158	4,047,612
Pacific B.....	609,023	3,387,967	772	181,814		77	4,406,532
Rock Island A.....	58,088	1,707,696	70,622			42,569	2,430,150
" " B.....	214,161	161,977	2,632,976	353,123	25,663	143,906	3,875,773
South Chicago C and Annex.....	1,211,522	67,850	6,438,151		22,258	7,108	649,508
Calumet, B.....	27,021	2,581,395	6,036,886	889,127	592,945	52,574	11,315,119
Indiana.....	107,583	107,583	2,368,233	14,223			2,517,063
Wabash.....	1,062,398	11,431	5,038,491	1,163,394	56,567	10,262	7,343,363
Waukegan.....	165,258	193,252	1,977,768	140,731	1,413		2,781,482
South Pk.....	1,198,168	426	3,070,680	415,808	8,736		5,593,878
B and Alton.....	1,654,571	2,494,614	1,923,469	2,058,138	84,956		8,215,748
National.....	160,233	357,490	680,026	129,177		129,177	1,327,226
St. Louis.....	966,335	24,954	2,324,310	449,369	8,905		3,773,813
Chicago O'Neill B.....		1,276		292,741			294,017
Total.....	16,823,345	30,017,139	60,953,576	9,428,979	1,639,466	1,182,937	120,345,505

Exhibit A - I—Continued.

Warehouses.	Winter.	Spring.	Corn.	Oats.	Rye.	Barley.	Total.
<i>Shipped since Nov. 1, 1895.</i>							
Armour A and B and Annex	2,584,254	3,272,762	3,995,849	256,375	955	188,039	10,298,254
" D and Annex	2,983,534	1,649,780	2,019,757	1,021,057	225,007		5,890,135
" E		1,429,973	11,177,689				11,607,632
" F		1,007,016					1,492,506
Central A	125,490	657,033	197,621	17,733			1,445,015
" B	572,608						8,444,125
City	103,423	107,127	7,018,424	1,023,513	42,134	115,444	2,726,812
Fulton	344,839	323,164	1,853,095	173,269	7,057	88,000	2,405,498
Union	321,521						1,311,315
St. Paul	1,025,866	256,282	751,013	7,571	1,733	101,513	590,464
Air Line	651,783	272,314	290,856	22,633	2,216		1,162,158
Galena	590,464						2,812,045
Iowa	630,990						1,877,518
Nebraska City	46,136	304,532					1,576,336
Pacific B	578,704	1,248,717	1,995,131	59,787	26,686		2,893,398
Rock Island A	605,704	857,401					396,886
" B	58,088	139,393	2,152,963	353,123	21,910	42,569	9,804,546
South Chicago C and Annex	193,048	43,449	338,151		22,228		2,814,317
Calumet B	1,201,885	1,912,432	5,470,295	704,030	501,357	10,426	6,039,175
Indiana	27,024	404,375	2,368,095	14,223			2,027,657
Wabash	827,618	1,990	4,539,014	618,790	11,611	10,152	4,523,181
Santa Fe	140,000	479,430	1,327,931	80,296			6,169,698
B and Alton	686,190		3,494,061	342,330			770,716
National	1,433,947	1,892,428	1,685,801	1,425,130	12,392		2,981,165
St. Louis	146,832	286,356	322,457	7,136	7,965		
Chicago O'Neill B	878,201	24,906	2,008,056	10,002			
Total	15,079,489	15,075,097	53,375,114	6,474,733	916,921	1,051,769	92,572,133

Exhibit A—1—Concluded.

Warehouses.	Winter.	Spring.	Summer.	Aut.	Rev.	Barley.	Total.
<i>On hand Oct. 31, 1896.</i>							
Armour A and B and Annex.....	35,821	3,118,251	750,016	28,267	285,978	54,023	4,302,365
" D and Annex.....	12,352	1,932,240	72,372	46,336	127,469	18,388	2,180,017
" E.....		672,437	925,004				1,597,441
" F.....		516,945					516,945
Central A.....	70,044	35,298	709,958	10,000	35,494	83,083	1,322,371
Central B.....	42	402,131	216,307	10,162	7,999	21,421	715,697
City.....	57,677	292,000				58,701	280,704
Fullon.....		1,219,957	113,981	5,307	2,909		1,338,921
Union.....	199,767	594,407	139,693	21,211	9,116	29,328	814,836
St. Paul.....	1,078	288,192	310,590				599,082
Air Line.....		196,000	553,679				649,679
Galeana.....		96,000					96,000
Iowa.....	966	807,231					808,197
Nebraska City.....	257,858	2,134,230	200,794	34,553	60,200	71,823	2,528,984
Pacific B.....	3,319	830,475	772	131,027		47	832,704
Rock Island A.....		22,584	480,013				482,597
" B.....	21,113	21,101			3,753	46,115	72,465
South Chicago C and Annex.....	9,637	668,942	696,591	75,397	87,988	42,048	1,436,603
Calumet B.....		2,608	138				2,746
Indiana.....	234,780	9,501	479,977	544,804	14,956	110	1,284,128
Madison.....	25,258	13,852	649,837	60,435	4,443		733,825
Santa Fe.....	511,978	426	476,019	73,538	8,736		1,070,697
Band Alton.....	200,621	602,186	237,668	633,008	72,564		1,746,050
National.....	13,401	71,134	357,569	122,311			564,445
St. Louis.....	88,134	1,236	236,254	439,397	940		784,683
Chicago O'Neill B.....				292,711			292,711
Total.....	1,713,859	11,342,042	7,578,492	2,954,246	722,545	432,228	27,773,352

EXHIBIT A—2.
Receipts into Store—Winter Wheat by Rail.

Warehouses.	2 Hard.	3 Hard.	4 Hard.	2 Red.	3 Red.	4 Red.	No Grade.	Total.
Armour A, B and Annex.	1,060						21,839	22,919
Armour D and Annex.		86,216						86,216
Central A.	53,122	55,305		93,563		63,416	1,735	397,407
Central B and Annex.								1,781
City.	493	158,278		11,815		30,871		201,437
Fulton.				20,000				20,000
Union.	5,727	8,575		9,397	10,382			34,081
St. Paul.	1,316	439		10,161				11,436
Air Line.				65				65
Iowa.			739		1,496			5,339
Nebraska City.	3,104			174,139	355,364	1,235		535,651
Pacific B.	1,015			747		7,665	2,147	110,486
Rock Island A.	29,978	69,253						13,458
Rock Island B.	1,335			12,123				59,329
South Chicago C and Annex.	2,626	55,963		940				331,117
Calumet B.				331,117				27,024
Indiana.		27,024						597,307
Wabash.	5,814	36,338		181,368	310,402	19,111	13,634	135,120
Santa Fe.	1,237	15,348		27,692	97,928	8,653	4,242	920,761
Alton.	99,321	591,954		67,437	39,074	22,975		626,637
National.	35,268			378,781	212,588			8,715
St. Louis.	2,723	5,297		5,297	685			220,221
	22,765			157,196	40,260			
Total.	265,844	1,110,219		747	1,482,721	1,230,523	43,617	4,287,627

EXHIBIT A—3.

Winter Wheat by Canal.

Warehouses.	3 Hard.	2 Red.	3 Red.	4 Red.	Total
Armour A, B and Annex		17,618			17,618
Union		4,997	174,973		179,970
St. Paul	4,000	19,290			23,290
Iowa		576			576
Indiana		7,986			7,986
Alton		217,128	86,446	4,525	308,099
St. Louis		21,403			21,403
Total	4,000	288,938	261,419	4,525	558,942

EXHIBIT A—4.
Shipments—Winter Wheat.

Warehouses.	2 White.	3 White.	2 Hard.	3 Hard.	4 Hard.	1 Red.	2 Red.	3 Red.	4 Red.	No grade.	Total.
Armour A, B and Annex.....			671	33,488			2,543,985	5,000		1,200	2,584,254
" D and Annex.....				78,734		4,395	870,111	30,294			983,534
" F.....							425,490				425,490
Central A.....	1,118		58,991	68,559			147,093	228,600	66,512	1,735	572,608
" B.....			13,752	3,851			43,320	36,538	1,361		105,423
City.....				101,949			212,019		30,871		314,829
Fulton.....							321,521				321,521
Union.....			5,727	49,754			967,847				1,025,866
St. Paul.....			489	4,459			646,835				651,783
Air Line.....	1,872						590,464				590,464
Galena.....							630,990				630,990
Iowa.....			3,104	739			41,714	579			46,136
Nebraska City.....			1,512	8,783			295,798	298,686	3,265		578,044
Pacific B.....			27,467	68,445	747		498,537	606	7,665	2,147	605,704
Rock Island A.....			3,346				42,615	12,127			58,088
" B.....			92,026	37,384			63,638				193,048
So. Chicago C and Annex.....			530				1,201,355				1,201,885
Calumet B.....				27,024							27,024
Indiana.....			509				380,805	422,378	6,048	17,818	827,618
Wabash.....							37,189	97,928		4,242	140,000
Santa Fe.....			79,150	351,100			223,915	30,000	2,025		696,190
Alton.....			35,268				1,152,345	261,809	4,525		1,453,947
National.....							127,605	19,227			146,832
St. Louis.....			647				864,354	12,000			878,201
Total.....	1,872	1,784	323,830	884,269	747	4,395	12,336,715	1,426,463	122,272	27,142	15,079,489

EXHIBIT A-5.

Receipts into Store -Spring Wheat by Rail.

Warehouses.	1 Northern	2 Spring.	3 Spring.	4 Spring.	No grade.	Total.
Armour A & B & Annex.	47,256	4,638,576	761,204			5,447,036
" D & Annex.....	992,128	1,717,580	190,030			2,899,738
" E.....	429,973					429,973
" F.....	964,641	473,205				1,437,846
Central A.....	48,561	25,832	265,020	15,077		354,490
" B & Annex.....	36,431	33,287	68,750	3,577		142,045
City.....	12,611	160,649	266,602	263		440,155
Union.....		2,146	43,289			45,435
St. Paul.....	2,685	102,432	296,183	21,081	7,498	429,879
Galena.....					2,936	2,936
Iowa.....	582	47,676	394,093	630	677	443,658
Nebraska City.....	1,396,482	40,202	633,928	21,290		2,091,902
Pacific B.....	90,591	1,056,315	114,616			1,261,522
Rock Island A.....		11,601	125,343			136,944
" B.....		4,099	63,094			67,193
So. Chicago C & Annex..	979,983	40,083	437,222			1,477,288
Calumet B.....	18,640	123,216	265,727			407,583
Indiana.....		616	1,929	773	1,217	4,535
Wabash.....	47,909	98,821	202,972			349,702
Santa Fe.....			426			426
Alton.....	794,765	1,087,689				1,882,454
National.....	893		2,468			3,361
St. Louis.....	2,449	6,041	14,794			23,284
Chicago O'Neill B.....			1,276			1,276
Total.....	5,866,580	9,660,066	4,168,966	62,721	12,328	19,770,661

EXHIBIT A—6.

Spring Wheat by Canal

Warehouses.	1 Northern.	2 Spring.	Total.
Central A	412,503	24,981	437,484
City.....		207,823	207,823
Fulton.....		222,000	222,000
Union.....		949,451	949,451
St. Paul.....		252,006	252,006
Air Line.....		288,000	288,000
Galena.....		96,000	96,000
Iowa.....		526,231	526,231
South Chicago C and Annex.....	686,767		686,767
Alton	24,929	12,030	37,029
National.....	50,003	274,001	324,004
Total	1,174,272	2,852,523	4,026,795

EXHIBIT A - 7.

Shipment Spring Wheel.

Warehouses.		1 Northern.	2 Spring.	3 Spring.	4 Spring.	2 White.	No Grade.	Total.
Armour A and B and Annex.		110,928	2,686,351	175,183				3,272,762
A	D	628,887	1,019,107					1,646,780
B		329,373				1,486		1,299,973
C		318,320	188,696					1,007,016
Central A		318,251	56,055	250,211	2,500			627,059
Central B		11,800	28,069	65,391	1,867			107,127
City		18,362	11,236	290,273	263			323,461
Union			212,935	13,347				226,282
St. Paul		6,629	11,815	233,718	14,399			272,311
Galena			600				3,653	272,311
Iowa		582	31,933	370,710	630		2,936	3,536
Nebraska City				1,221,304	27,413		677	1,248,717
Pacific B		111,401	727,783	13,271				837,461
Rock Island A			51,155	101,938				139,363
B			4,639	38,759				43,419
South Chicago C and Annex		1,181,392	283,985	442,166				1,912,453
Caldwell B		18,610	121,216	465,119				1,912,453
Indiana					773			401,955
Wabash							1,217	1,990
B and Alton		107,789	112,692	258,949				179,430
National		619,350	1,273,078					1,892,128
St. Louis		51,753	231,003					286,356
B		2,119	7,068	11,791				21,906
Total		1,172,492	7,351,676	1,090,490	18,470	1,486	10,183	15,653,697

EXHIBIT A 8.
Receipts into Store—Corn by Rail.

Warehouses.		2 Yellow.	3 Yellow.	2 White.	3 White.	2 Com.	3 Com.	4 Com.	No grade.	Total.
Armour A, B and Annex	.....	755,511	223,038	19,475	19,171	2,629,797	810,159	601	.....	4,490,052
Armour D and Annex	.....	182,685	.....	14,617	.....	1,801,487	.....	.....	.....	1,808,789
Armour E	.....	3,383,971	1,335,057	585,063	159,964	5,066,012	1,157,183	12,258	7,507	11,808,015
Central A	.....	3,422,746	.....	40,181	.....	32,890	.....	.....	.....	195,817
Central B	.....	119,533	1,427,376	736,855	174,616	1,257,195	625,306	5,252	.....	7,492,664
City	.....	310,401	290,092	48,345	1,560	1,551,596	51,247	1,526	.....	1,996,899
Union	.....	94,112	191,736	39,888	16,801	153,039	83,267	9,162	.....	824,314
St. Paul	.....	135,517	23,887	5,784	534	227,727	54,175	13,962	.....	420,211
Air Line	.....	373,517	66,275	17,275	.....	155,617	2,181	.....	.....	310,590
Galena	.....	733,373	308,563	15,400	.....	303,097	19,853	.....	.....	778,342
Iowa	.....	5,402	.....	52,731	4,183	708,129	208,031	2,256	882	2,018,391
Pacific B	.....	347,987	36,181	49,642	4,553	65,220	.....	.....	.....	70,622
Rock Island A	.....	60,874	9,043	26,278	1,284	198,647	206,825	2,117	9,530	2,569,475
Rock Island B	.....	2,048,630	.....	253,712	.....	3,438,819	351,919	.....	49,690	5,336,015
South Chicago C and Annex	.....	152,481	429,056	61,355	24,960	569,651	1,130,150	.....	.....	2,308,233
Calumet B	.....	1,491,826	653,521	1,056,592	156,329	789,812	662,751	2,409	.....	4,813,213
Indiana	.....	231,808	42,426	156,892	29,027	957,777	584,281	2,199	.....	1,975,429
Wabash	.....	822,514	357,738	245,808	31,366	1,661,959	701,215	4,185	.....	3,828,085
Santa Fe	.....	271,087	31,136	135,720	.....	155,182	18,357	.....	.....	641,482
Alton	.....	168,419	35,271	22,670	.....	112,373	45,407	.....	.....	384,170
National	.....	511,011	302,364	92,651	15,354	503,713	175,850	.....	.....	1,906,123
St. Louis	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	.....	15,551,169	5,712,729	3,683,194	593,632	24,441,480	6,937,463	56,227	67,009	57,022,294

EXHIBIT A 9.

Corn by Canal.

Warehouses.		2 Yellow.			3 Yellow.			2 White.			3 White.			2 Com.			3 Com.			Total.
Armour A, B and Annex.....	6,188			12,650							10,239			153,515			26,106		298,698	
Armour D and Annex.....	26,595			6,339							10,041			116,702					153,677	
City.....				1,258										10,796			55,655		70,709	
Union.....														12,621					12,621	
Iowa.....	19,929			8,000							31,830			36,460			83,254		179,473	
South Chicago C and Annex.....	103,813													83,708					180,521	
Indiana.....														4,171					4,171	
B and Alton.....	402,243			79,635							56,821			596,739			69,281		1,294,759	
National.....														154,272					154,272	
St. Louis.....	5,085													338,220			12,783		356,088	
Total.....	625,853			110,882							88,651			1,507,564			217,079		2,600,369	

EXHIBIT A 10.

Shipments—Corn.

Warehouses.			No Grade.					Total.
	2 Yellow.	3 Yellow.	2 White.	3 White.	2	3	4	
Armour A, B and Annex.	633,805	195,757	16,335	17,304	2,222,896	848,952		3,995,849
Armour D and Annex.	30,279	6,339	28,227	10,011	1,881,171			2,019,757
Armour E.	3,263,879	1,336,409	181,712	122,135	4,749,455	1,061,251	12,238	11,177,639
Central A.	122,746		41,709		33,165			197,621
Central B.	3,093,258	1,425,950	709,419	173,202	990,313	621,630	5,222	7,018,421
City.	101,164	21,051	37,188		1,635,635	77,209	785	1,873,065
Union.	311,292	167,905	22,089	10,409	156,347	80,876	5,125	554,043
St. Paul.	48,580	11,477			162,951	30,884	6,961	260,856
Galena.	124,523	50,492	940		37,002	11,656		224,663
Iowa.	620,600	302,036	49,819	35,137	763,332	282,397	895	1,995,131
Pacific B.	5,402				65,220			70,622
Rock Island A.	298,129		19,975		1,784,006	100,413		2,152,963
Rock Island B.	60,874	9,043	26,359	1,284	209,072	39,919		338,151
South Chicago C and Annex.	1,692,023		264,783		3,467,701		45,788	5,470,295
Calumet B.	152,481	129,036	61,395	21,360	569,513	1,130,130		2,308,095
Indiana.	118,159	677,789	879,978	134,652	785,081	664,420	2,410	4,332,014
Wabash.	38,750	12,500	13,288		671,387	443,817		1,327,331
Santa Fe.	619,704	352,525	177,845	10,650	1,631,079	763,408		3,494,661
B and Alton.	690,116	110,771	171,255		685,991	117,638		1,685,801
National.	93,273	115,528	9,500		16,852	57,294		322,457
St. Louis.	482,769	301,469	89,374	15,354	682,361	433,719		2,068,056
Total.	13,887,777	5,755,300	3,432,522	568,436	23,165,497	6,768,156	334,680	53,375,141

EXHIBIT A—II.
Receipts into Store—Oats by Rail.

Warehouse.	2 White.	3 White.	2	3	No Grade.	Total.
Armour A, B and Annex.			261,742	2,825		264,567
Armour D and Annex.			747,696	31,219		1,008,725
Central A.		229,840				
Central B.						
City.	42,922	69,401	771,071	592,149		1,415,556
Union.			180,098	840		180,938
St. Paul.			7,557	2,324		9,881
Galena.	1,244		40,240	1,301		42,785
Iowa.			34,567			34,567
Nebraska City.	1,292	2,039	255,304			258,635
Rock Island A.	20,191	140,835		20,788		181,811
South Chicago C and Annex.			353,123			353,123
Cabnet B.			370,979			370,979
Indiana.	1,298	7,812				14,223
Wabash.	83,236	71,820	532,153	406,722	11,299	1,106,252
Santa Fe.	778	1,040	86,670	51,462	1,781	110,751
B and Alton.			353,241	61,456		411,700
National.	23,971	451,606	943,025	214,914		1,418,602
St. Louis.	913		3,592			4,275
Chicago O'Neill B.			218,363			218,363
Total.	176,801	1,051,277	5,164,279	1,326,000	13,080	7,739,437

EXHIBIT A 12.

Oats by Canal.

Warehouses.	2 White.	3 White.	2 Oats.	3 Oats.	Total.
Armour A, B and Annex.....			14,765	2,674	17,439
Armour D and Annex.....		6,846			6,846
Central A.....			24,052		24,052
South Chicago C and Annex.....			442,464		442,464
Indiana.....		6,330		17,526	24,456
B and Alton.....	10,814	162,247	444,866	15,092	633,019
National.....			111,579	6,223	117,802
St. Louis.....			8,501		8,501
Total	10,814	176,023	1,016,227	41,515	1,274,579

EXHIBIT A—13.

Shipment—Oats.

Warehouses.	2 White.	3 White.	2 Oats.	3 Oats.	No grade.	Total.
Armour A and B.....			252,368	4,007		256,375
Armour D and Annex...	2,640	236,686	750,542	31,219		1,021,057
Central A.....			17,733			17,733
Central B.....	17,454	109,420	709,108	159,471		1,025,513
City.....			179,209			179,209
Union.....			6,430	1,144		7,574
St. Paul.....	1,244		21,389			22,633
Galena.....			34,567			34,567
Iowa.....		2,039	242,186			244,225
Nebraska City.....		29,999		20,788		50,787
Rock Island A.....			353,123			353,123
So. Chicago C and Annex			764,030			764,030
Calumet B.....	1,298	7,842	5,113			14,223
Indiana.....	13,723	29,032	469,551	95,385	11,299	618,790
Wabash.....		1,040	77,475		1,781	80,296
Santa Fe.....			344,988	27,342		342,330
B and Alton.....	62,649	613,853	733,566	15,002		1,425,130
National.....	913			6,223		7,136
St. Louis.....			10,002			10,002
Total.....	129,691	1,029,881	4,941,410	360,671	13,080	6,474,733

EXHIBIT A—14.

Receipts into Store—Rye by Rail.

Warehouses.	2	3	No grade.	Total.
Armour, A and B Annex.....	232,630			232,630
Armour, D and Annex.....	295,286			295,286
Central B.....	56,099	11,784		67,883
City.....	10,743	3,517	724	14,984
Union.....	2,909	745	988	4,642
St. Paul.....	8,648	2,684		11,332
Iowa.....	61,844	1,593		63,437
Rock Island A.....	20,088			20,088
Rock Island B.....	20,583	1,155	500	22,238
South Chicago C and Annex.....	513,887			513,887
Indiana.....	51,306	4,356		55,662
Wabash.....	3,742	441		4,183
Santa Fe.....	6,605	1,046		7,651
B. and Alton.....	70,472			70,472
St. Louis.....	4,217			4,217
Total	1,359,099	27,321	2,212	1,388,632

EXHIBIT A- 15.

Rye by Canal.

Warehouses,	2	No grade.	Total.
Armour, A. and B Annex	10,228	955	11,183
Iowa	19,059 ^a		19,059 ^a
B. and Alton	14,484		14,484
St. Louis		959	959
Total.....	43,771	1,914	44,685

EXHIBIT A 16.

Shipments - Rye.

Warehouses.	2	3	No grade.	Total.
Armour, A and B.....			955	955
Armour, D and Annex.....	225,007			225,007
Central B.....	42,194			42,194
City.....	3,426	2,907	724	7,057
Union.....		745	988	1,733
St. Paul.....		2,216		2,216
Iowa.....	25,093	1,593		26,686
Rock Island A.....	21,910			21,910
Rock Island B.....	20,583	1,155	500	22,238
South Chicago C and Annex.....	504,957			504,957
Indiana.....	41,611			41,611
B. and Alton.....	12,392			12,392
St. Louis.....	7,006		959	7,965
Total.....	904,179	8,616	4,126	916,921

EXHIBIT A 17.

Receipts into Store—Barley by Rail.

Warehouses.	2 Barley.	3 Barley.	4 Barley.	5 Barley.	No Grade.	Total.
Armour A and B. and Annex.....	193,733	25,028	574			119,332
D and Annex.....	11,122	7,266				18,388
Central B.....	54,111	172,204	2,212			228,527
City.....	21,517	2,382				23,899
Fulton.....	102,392	10,145	1,967			114,504
St. Paul.....	756	60,101	61,624	3,609		126,090
Galena.....	7,991	159,439	22,835	77,560	577	268,402
Iowa.....	11,683	114,474	11,593	976		138,726
Pacific B.....		33,809	8,760			42,569
Rock Island A.....		69,397	34,970	12,918	560	117,845
B.....		743	2,706	2,944		6,393
South Chicago C and Annex.....		34,541	6,635	812		42,048
Indiana.....		685	9,467			10,152
Total.....	20,430	856,064	405,675	103,569	1,137	1,386,875

EXHIBIT A—18.

Receipts into Store—Barley by Canal.

Warehouses.	3 Barley.	4 Barley.	Total.
Iowa	848	597	1,445
South Chicago C and Annex.....	10,926		10,926
Total.....	11,774	597	12,371

EXHIBIT A 19.

Shipments Barley.

Warehouses.	2 Barley.	3 Barley.	4 Barley.	5 Barley.	No. grade.	Total.
Armour A. Band Annex.....	2,586	161,341	23,561	571		188,059
Central B.....		50,436	93,674	1,334		145,444
City.....		2,478				2,478
Fulton.....		61,461	24,632	1,967		88,060
St. Paul.....	1,728	44,760	51,416	3,609		101,513
Galena.....	7,991	159,439	22,835	77,560	577	268,402
Iowa.....	3,357	82,363	9,615			95,335
Pacific B.....		33,809	8,760			42,569
Rock Island A.....		62,719	24,997	9,555	560	97,831
South Chicago C and Annex.....		10,926				10,926
Indiana.....		685	9,467			10,152
Total.....	15,662	670,417	268,977	94,596	1,137	1,050,769

EXHIBIT B.

Showing the Number of Cars and Canal Boats from which Grain was Received into the Several Public Warehouses of Chicago During the Year Ending October 31, 1896, and the Number of said Cars and Canal Boats, Warehouse Receipts for the Contents of which have not been Registered.

NAME OF FIRMS.	Number of warehouses.....	NAME OF WAREHOUSES.	NUMBER RECEIVED.		NUMBER NOT REGISTERED.	
			Cars.....	Vessels and canal boats.....	Cars.....	Vessels and canal boats.....
Armour & Co.....	1	Armour A, B and Annex D and Annex E and F.....	42,795	47	4	4
Central Elevator Co.....	3	Central A and B and Annex.....	12,973	70	16	16
Chicago Railway Terminal Co.....	1	Air Line, Galena, Iowa, City, Fulton, St. Paul and Union.....	11,458	493	204	204
Chicago Elevator Co.....	2	Indiana and Wabash.....	11,860	1	321	321
Santa Fe Elevator and Dock Co.....	1	Santa Fe.....	7,684		146	146
Chicago and Pacific Elevator Co.....	1	Pacific B.....	1,700			
Nebraska City Packing Co.....	1	Nebraska City.....	2,452			
Chas. Connelman & Co.....	1	Rock Island A.....	4,369			
A. C. Davis & Co.....	1	Rock Island B.....	744		2	2
South Chicago Elevator Co.....	2	South Chicago C and Annex.....	11,561	108	21	21
George A. Seaverns & Co.....	2	B and Alton.....	1,629	386		
National Elevator and Dock Co.....	2	National and St. Louis.....	1,009	176	11	11
Columet Elevator Co.....	1	Columet B.....	3,304			
Chicago-O'Neill Grain Elevator Co.....	1	Chicago-O'Neill B.....	301			
Total.....	32		120,419	1,277	75	1

NOTE.—The Columet B Elevator in this report was regular from December 31st, 1895, to July 1st, 1896, and the Chicago-O'Neill was made regular September 1st, 1896.

EXHIBIT C.

Showing the Number and Disposition of Appeals from the Decision of the Grain Inspection Department to the Committee of Appeals, During the Year Ending October 31, 1896.

DATE.	INSPECTION SUSTAINED.						INSPECTION CHANGED.					
	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
November, 1895.....			2	1	1	4			2			2
December, ".....	1		3			4	4					4
January, 1896.....	1					1	12					12
February, ".....		1				1						
March, ".....	1					1	4	1				5
April, ".....							1					1
May, ".....	1	3	1			5						
June, ".....		1				1						
July, ".....												
August, ".....	10	2				12	5	9			1	15
September, ".....	1		1	1		3						
October, ".....	3		17			20			7			7
Total.....	18	7	21	2	1	52	18	9	10		1	38

NOTE.—In addition to above one boat of oats withdrawn, one boat of oats sustained, one boat of wheat changed.

EXHIBIT D.

Storage Capacity of Chicago Elevators of Class A. at Date of This Report.

Name of Elevators.	Grain Received From—	Capacity— Bushels.
Armour A.....	Chicago, Milwaukee & St. Paul R. R.....	1,250,000
Armour B and Annex.....	.....	4,750,000
Armour D and Annex.....	Chicago, Burlington & Quincy R. R.....	3,000,000
Armour E.....	.....	1,400,000
Armour F.....	.....	800,000
Alton and B.....	Chicago, Alton & St. Louis R. R.....	1,850,000
Central A and B and Annex.....	Illinois Central R. R.....	2,800,000
Santa Fe A.....	Atchison, Topeka & Santa Fe R. R.....	1,500,000
Indiana.....	C. & E. I. R. R. and Wabash R. R.....	1,500,000
Wabash.....	Wabash R. R.....	1,500,000
Rock Island A.....	Chicago, R. I. & Pacific R. R.....	1,060,000
Rock Island B.....	.....	1,000,000
South Chicago C.....	..... and Lake.....	1,500,000
South Chicago C Annex.....	.....	1,300,000
Air Line.....	Chicago Northwestern R. R.....	700,000
Galena.....	.....	700,000
Iowa.....	.....	1,500,000
Fulton.....	Chicago, Milwaukee & St. Paul R. R.....	400,000
City.....	Chicago Northwestern R. R.....	1,000,000
Union.....	Railroad and Canal.....	2,000,000
St. Paul.....	Chicago, Milwaukee & St. Paul R. R.....	900,000
National.....	.....	1,000,000
St. Louis.....	Chicago & Alton and Canal.....	2,000,000
Pacific B.....	Chicago, Milwaukee & St. Paul R. R.....	1,000,000
Nebraska City Packing Co.....	Railroad and Canal.....	3,000,000
Calumet B.....	Railroad and Lake.....	1,000,000
Chicago O'Neill Grain Co.....	.....	1,000,000
Total.....	Total.....	41,350,000

EXHIBIT E.

Showing the Amounts of the Different Kinds of Grain, and the Total Amount in Store in the Public Warehouses of Chicago, at the Close of Each Week during the Year Ending October 31, 1896.

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1895.						
November 2.....	18,634,196	1,109,367	405,963	211,931	102,797	20,464,287
" 9.....	19,878,385	1,212,993	436,279	219,135	81,050	21,830,842
" 16.....	20,932,355	1,046,257	418,343	229,406	67,745	22,694,106
" 23.....	21,487,873	1,148,996	508,358	231,011	36,682	23,412,923
" 30.....	21,751,803	911,877	606,697	234,229	27,289	23,504,895
December 7.....	21,098,888	699,521	482,142	211,553	28,293	22,550,397
" 14.....	21,142,516	820,023	511,356	226,361	23,713	22,726,672
" 21.....	21,196,528	1,041,900	530,375	227,936	23,713	23,020,452
" 28.....	21,212,938	911,612	544,268	228,372	23,713	22,920,903
1896.						
January 4.....	21,212,561	1,105,103	533,389	236,890	23,713	23,111,656
" 11.....	21,121,697	1,518,624	554,117	215,106	23,713	23,463,287
" 18.....	20,980,473	2,327,092	601,403	215,602	22,713	24,177,283
" 25.....	20,987,932	3,552,561	641,921	253,655	20,863	25,456,932
February 1.....	20,985,278	3,762,778	772,080	231,563	20,863	25,805,562
" 8.....	20,923,922	3,144,656	860,129	293,306	20,863	25,512,876
" 15.....	20,662,775	3,529,036	926,928	310,501	20,863	25,340,107
" 22.....	20,315,603	3,420,532	968,061	322,343	19,868	25,076,375
" 29.....	19,976,996	3,969,172	1,123,750	313,598	15,393	25,420,669
March 7.....	19,811,116	4,392,185	1,268,267	367,613	18,199	25,857,380
" 14.....	19,383,991	1,999,868	1,359,258	393,970	14,199	26,151,286
" 21.....	18,945,567	5,544,827	1,597,905	418,810	12,170	26,518,279
" 28.....	18,126,659	5,980,517	1,714,852	439,191	12,170	26,573,629
April 4.....	17,709,019	6,369,583	1,875,189	451,559	16,681	26,504,061
" 11.....	17,051,296	6,413,160	1,915,982	459,817	19,681	25,889,939
" 18.....	16,193,637	5,911,029	1,943,009	446,588	21,690	24,845,932
" 25.....	16,217,029	6,012,838	2,104,632	447,287	19,118	24,827,845
May 2.....	15,755,710	5,776,363	2,530,577	379,231	10,245	24,402,156
" 9.....	15,393,771	5,107,671	2,318,020	395,082	10,245	23,135,789
" 16.....	15,239,656	4,164,428	1,653,463	363,019	10,245	21,357,813
" 23.....	15,042,583	3,517,779	1,589,291	367,709	10,245	20,527,511
" 30.....	14,766,516	4,380,164	1,710,231	348,122	10,245	21,215,308
June 6.....	14,295,453	5,983,284	1,543,251	285,188	10,215	21,217,421
" 13.....	13,865,100	5,607,233	1,686,033	307,497	10,215	21,476,108
" 20.....	13,752,005	5,523,929	1,683,991	393,582	10,215	21,273,663
" 27.....	13,699,601	5,685,901	1,198,811	282,097	10,215	21,176,628
July 4.....	13,547,877	5,263,015	1,452,098	253,962	10,215	20,527,197
" 11.....	13,486,735	4,987,057	1,118,903	280,632	15,126	19,888,453
" 18.....	13,613,966	4,983,215	981,215	275,529	22,632	19,877,992
" 25.....	13,904,336	4,955,968	1,214,733	301,647	11,552	20,388,506
August 1.....	13,764,578	5,551,137	1,475,052	321,687	10,831	21,126,288
" 8.....	13,617,015	6,498,251	1,448,433	308,313	10,831	21,882,946
" 15.....	13,280,582	6,797,985	1,403,895	334,491	11,031	21,826,997
" 22.....	12,237,250	5,898,121	1,350,713	311,747	13,718	20,751,549
" 29.....	12,988,881	5,780,795	1,418,812	363,465	26,260	20,587,213

Exhibit E—Continued.

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
September 5.....	13,012,662	5,128,141	1,727,960	394,210	35,850	20,298,826
“ 12.....	13,172,663	4,489,912	1,721,783	362,553	55,861	19,802,776
“ 19.....	13,263,887	4,293,981	1,856,166	401,795	77,903	19,896,732
“ 26.....	13,561,089	4,850,383	1,933,629	382,284	131,077	20,858,462
October 3.....	13,828,712	5,814,924	2,036,490	438,411	280,441	22,399,068
“ 10.....	13,627,273	6,825,110	2,341,040	550,495	356,017	24,672,935
“ 17.....	13,411,143	7,225,756	2,546,614	590,264	192,931	25,966,708
“ 24.....	15,881,693	7,966,346	2,682,290	701,175	459,589	27,691,093
“ 31.....	16,084,517	7,579,452	2,956,218	722,570	432,016	27,774,803

EXHIBIT F.

Showing the Number of Cars of Each Kind of Grain Received into the Several Public Warehouses.

Warehouses	Winter.....	Spring.....	Corn.....	Oats.....	Rye.....	Barley.....	Total.....
Armour A, B and Annex.....	2	6,666	6,922	241	353	289	14,473
" D and Annex.....	186	3,587	2,539	929	433	21	7,695
" E.....		397	18,238				18,835
" F.....		1,792					1,792
Central A.....	595	441	240				1,276
" B and Annex.....	3	273	9,891	1,164	100	266	11,697
City.....	244	166	2,106	111	24	29	3,010
Fulton.....	20					171	191
Union.....	55	64	1,284	9	9		1,421
St. Paul.....	16	534	631	40	17	170	1,408
Air Line.....			104				404
Galena.....		5	987	28		72	1,092
Iowa.....	9	683	2,792	220	89	139	3,932
South Chicago C and Annex.....	446	1,824	8,241	295	702	53	11,561
Rock Island A.....	10	152	3,772	276	26	133	4,369
" B.....	85	97	515		38	9	744
Calumet B.....	30	411	3,160	13			3,914
Indiana.....	921	6	6,367	965	71	11	8,341
Wabash.....	241	526	2,538	102	7	105	3,519
St. Louis.....	327	30	2,898	176	8		3,439
National.....	15	3	544	8			570
Nebraska City (Neely).....	356	1,983	1	112			2,452
Alton and B.....	655	1,921	881	1,091	73		1,629
Pacific B.....	170	1,355	114			61	1,700
Chicago O'Neill B.....		2		294	5		301
Santa Fe.....	1,434	1	5,864	371	11		7,684
Total.....	5,820	23,119	81,529	6,186	1,966	1,529	120,449

EXHIBIT G.

A Comparative Statement of the Amount of Grain Annually Received into Store by the Public Warehouses of Chicago, from 1886 to 1896, both Inclusive, and of the Number of Cars, Canal Boats and Vessels from which such Grain was Received; also, the Number of Bushels Shipped from the Public Warehouses during said time.

	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896
Bushels received.....	62,022,522	68,513,823	78,595,602	98,655,802	86,015,478	93,626,654	109,805,202	94,676,987	73,839,305	61,230,995	100,116,207
Bushels shipped.....	61,717,078	73,754,811	73,708,947	101,706,230	85,805,930	91,027,521	99,817,131	91,547,190	68,553,508	69,337,697	92,572,153
Number of cars.....	103,537	108,402	119,641	118,534	125,502	110,941	151,085	121,728	91,339	74,500	120,449
Number of canal boats.....	506	522	319	405	439	331	796	874	1,162	853	1,122
Number of vessels.....	1	.....	1	.....	6	.....	.....	86	41	27	155

EXHIBIT H.

A Statement Comparing the Number of Cars Annually Inspected on Track, from 1886 to 1896, both inclusive, with the Number Received in Store During the Same Years.

	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.
Inspection on track.....	201,103	189,130	211,818	249,883	272,956	277,216	320,572	271,041	217,207	201,616	306,415
Received into store.....	103,957	108,402	119,644	148,534	125,502	140,941	151,085	121,728	91,339	74,500	120,119
Inspected but not stored		80,728	92,174	101,219	147,454	136,275	166,187	149,313	125,808	130,116	185,996

RULES OF PRACTICE
IN
ALL CASES AND PROCEEDINGS BEFORE THE COMMISSION,
Adopted by the Railroad and Warehouse Commission of Illinois.

IN FORCE FROM AND AFTER NOV. 1, 1893.

RULES OF PRACTICE.

1.

REGULAR SESSIONS.

The regular sessions of the Commission for hearing contested cases and cases under the interlocking law, will be held at its office in Springfield, Illinois, on Tuesday after the first Monday in each month, and continue from day to day thereafter, if necessary, until the business of such meeting is finished. But if the day above designated for such meeting shall at any time fall upon an election day, or a legal holiday, then the meeting shall be held upon the day following.

Sessions for receiving, considering and acting upon petitions, applications and other communications, and also for considering and acting upon any business of the Commission, other than contested cases, may be taken up and disposed of at any time that a quorum of the Commission may be present.

2.

SPECIAL SESSIONS.

Special sessions may be held at other places, when, in the judgment of the Commission, the public interests require it.

3.

MEETINGS IN CHICAGO.

The Commission shall meet at the office of the Chief Grain Inspector, in the city of Chicago, on Thursday after the first Monday in each month, for the purpose of auditing the bills of the Grain Department, and for the transaction of such other business as may legally come before it.

4.

COMPLAINTS.

All complaints must be by petition, printed or written (or partly printed and partly written), setting forth briefly the facts claimed to constitute a violation of the law, and must be verified by the petitioner, or by some officer, agent of corporation, society or organization, or other body making the complaint, who must be a party in interest to the effect that the allegations of the petition are true to the best of the knowledge or belief of the affiant, and may be sworn to before any officer authorized to administer oaths in the State of Illinois. The name of the carrier or carriers complained against must be stated in full, and the address of the petitioner, with the name and address of his attorney or counselor, if any, must appear upon the petition.

5.

SERVICE OF PETITION.

The Commission will cause a copy of petition, with notice to satisfy or answer the same within a specified time, to be served personally or by mail, in its discretion, upon each carrier complained against.

6.

ANSWERS.

A carrier complained against must answer within twenty days, unless extended, from the date of a notice, but the Commission may, in a particular case, require the answer to be served within a shorter time. The time prescribed in any case may be extended, upon good cause shown, by special order of the Commission. Original answers must be filed with the Secretary of the Commission at its office in Springfield. The answer must admit or deny the material allegations of the petition, and may set forth any additional facts claimed to be material to the issue. The answer must be verified in the same manner as the petition. If the carrier complained against shall make satisfaction before answering, a written acknowledgment thereof must be filed by the complainant or petitioner, and in that case the effect of satisfaction, without other matter, may be set forth in the answer. If satisfaction be made after the filing and service of an answer, a supplementary answer, setting forth the facts and terms of the satisfaction, shall be filed with the Commission and served. The filing of an answer, however, will not be deemed an admission of the sufficiency of the petition, but a motion to dismiss for insufficiency may be made at the hearing.

7.

SERVICE OF PAPERS.

Copy of notices or other papers must be served upon the adverse parties personally or by mail; and when any party has appeared by attorney, service upon such attorney shall be deemed proper service upon the party.

8.

AMENDMENTS.

Amendments to any petition or answer in any proceeding or investigation may be allowed by the Commission in its discretion.

9.

EXTENSION OF TIME.

Extension of time may be granted upon the application of any party to the proceeding in the discretion of the Commission.

10.

STIPULATIONS.

The parties to any proceeding or investigation before the Commission may, by stipulation in writing filed with the Secretary, agree upon the facts, or any portion thereof involved in the controversy, which stipulation shall be regarded as evidence on the hearing. It is desired that the facts be thus agreed upon whenever practicable.

11.

HEARINGS.

Upon issue being joined the Commission will assign a time and place for hearing the case, which will be at its office in Springfield, unless otherwise ordered. Witnesses will be examined orally before the Commission, and their testimony taken down and filed in the case, unless the facts be agreed upon as provided for in these rules. The complainant must in all cases establish the facts alleged to constitute a violation of the law, unless the carrier complained against admits the same or fails to answer the petition. Facts alleged in the answer must also be proved by the carrier unless admitted by the petitioner. In case of failure to answer, the Commission will take such proof of the facts as may be deemed proper and reasonable, and make such order thereon as the circumstances of the case require.

12.

WITNESSES AND SUBPENAS.

Subpoenas requiring the attendance of witnesses will, upon the application of either party, or upon the order of the Commission, be issued by the Secretary, under the seal of the Commission. Subpoenas for the production of books, papers or documents (unless directed to issue by the Commission upon its own motion) will only be issued upon application in writing; and when it is sought to compel witnesses, not parties to the proceeding, to produce such documentary evidence, the application must be sworn to and must specify as nearly as may be the books, papers or documents desired, and that the same are in possession of the witness or under his control; and also by facts stated in said application show that they contain evidence material to the issue. Applications to compel a party to the proceedings to produce books, papers or documents, need only set forth in a general way the books, papers or documents desired to be produced, and that the applicant believes they will be of service in the determination of the case.

13.

PROPOSED FINDINGS.

Upon the final submission of the case, each party must prepare and submit for the consideration of the Commission, proposed findings, embracing the material facts and propositions of law claimed to be established by the evidence.

14.

PRINTING OF PLEADINGS.

For convenience in reading and filing it is requested that pleadings, briefs and other papers of importance be printed or typewritten whenever practicable, and that only one side of the paper be used.

15.

COPIES.

Copies of any petition, complaint or answer in any matter or proceeding before the Commission, or of any order, decision or opinion by the Commission will be furnished without charge upon application to the Secretary by any person or party to the proceeding. Copy of testimony will be furnished upon such terms as the Commission shall prescribe. Copies of blank forms as contained in these rules will be furnished on application by the Secretary without any charge. This rule shall not apply to copies of opinions, orders or other papers in interlocking or crossing cases.

16.

ADDRESS OF THE COMMISSION.

All complaints concerning anything done, or omitted to be done, by any common carrier and all petitions or answers in any proceeding or application in relation thereto, and all letters and telegrams should be addressed to the chairman of the Commission at Springfield, Illinois, unless otherwise specially directed.

17.

QUORUMS.

Two members of the Commission shall constitute a quorum for the transaction of all business that may come before the Commission, and if no quorum of the Commission shall be present on any day named in these rules for any regular meeting of the Commission, and there are causes on the docket ready for hearing, the Secretary of the Commission shall adjourn such meeting from day to day (noting the same upon the record) until a quorum is present for transaction of business, at which time the hearing shall be proceeded with in the same manner as it would had a quorum been present on the day named in the rules for said meeting. When the Secretary shall be aware in advance that a quorum will not be present on the day named for regular meeting, he shall, so far as practicable, advise all interested parties by letter or otherwise, of the fact, and also let them know on what day a quorum is expected to be present.

18.

MANNER OF CONDUCTING CASES.

In all contested cases the petitioner will open and close the case. Each party to the hearing will be allowed to introduce such evidence as is admissible under the common law rules of evidence, and each party will be fully heard in argument upon all points of the case by counsel or other representatives.

19.

PRACTICE.

The Commission will be governed by the practice which obtains in the Circuit Courts of Illinois, so far the same is applicable.

20.

CONFLICT OF RULES.

These rules shall not in any way conflict with the rules of practice in crossing and interlocking cases—heretofore adopted by the Commission—but shall be supplemental thereto.*

NOTE—For the convenience of those having business with the Commission, we have included under the same cover the rules of practice and forms in crossing and interlocking cases heretofore adopted by our predecessors, also forms to be used in other cases, which the Commission desire shall be used in all cases. Blank forms will be furnished free of charge upon application to the Secretary.

FORMS.

No. 1.—Complaint Against Carriers.

A. B.
vs. } ss
 The Railroad Co. }

The petition of the above named complainant respectfully shows:

I. That (here let complainant state his occupation and place of business.)

II. That the defendant above named is a common carrier engaged in the transportation of freight and passengers by railroad, and as such common carrier, is subject to the laws of the State of Illinois.

III. That (here state concisely the matters complained of.)

Wherefore the petitioner prays that the defendant may be required to answer the charges herein, and that upon a final hearing hereof the Commission will make such order in the premises as may seem meet.

Dated at Illinois, day of A. D. 18....

A. B.

Complainant's Signature..

State of Illinois, }
 County. } ss

A. B. being duly sworn, upon his oath, states that he is the complainant in this proceeding, and that the matters set forth in the foregoing petition are true as he verily believes.

A. B.

Subscribed and sworn to before me this day of A. D. 18....

C. D., *Justice of the Peace.*

(Or other officer authorized to administer oaths.)

FORMS.

No. 2.—Answer.

The Railroad Co. }
ats. } ss
 A. B. }

The above named defendant for answer to the complainant in this proceeding respectfully states:

I. That (here follows the usual admissions, denials and averments.)

Wherefore the defendant prays that the complaint be dismissed.

The Railroad Co.

By E. F. (Title of Officer.)

State of }
 County of } ss

E. F. being duly sworn, says that he is the of the Railroad Company, defendant in this proceeding, and that the foregoing answer is true as he verily believes.

E. F.

Subscribed and sworn to before me this day of 18....

C. D., *Justice of Peace.*

(Or other officer authorized to administer oaths.)

INTERLOCKING DEVICES.

STATUTORY PROVISIONS AND RULES GOVERNING SAME.

STATUTORY PROVISIONS.

Act relating to crossings on the same level: approved June 3, 1887, in force July 1, 1887.

AN ACT in regard to the dangers incident to railroad crossings on the same level.

SECTION 1. That when and in case two or more railroads crossing each other at a common grade, or any railroad crossing any stream or harbor by swing or draw bridge, shall, by a system of interlocking and automatic signals, or by other works, fixtures and machinery to be erected by them, or either of them, render it safe for engines and trains to pass over such crossing or bridge without stopping, and such system of interlocking and signals, works and fixtures, shall first be approved by the Railroad and Warehouse Commissioners, or any two of them, and a plan of such interlocking and signals, works and fixtures, for such crossing, designating the plan of crossing, shall have been filed with such Railroad and Warehouse Commissioners, then, and in that case, it is hereby lawful for the engines and trains of any such railroad or railroads to pass over said crossing or bridge without stopping, any law, or the provisions of any law, now in force to the contrary notwithstanding; and all such other provisions of laws contrary thereto are hereby declared not to be applicable in such case: *Provided*, that the said Railroad and Warehouse Commissioners shall have power in case such interlocking system, in their judgment, shall, by experience, prove to be unsafe or impracticable, to order the same to be discontinued. [As amended by act approved May 28, 1891.]

§ 2. The said Railroad and Warehouse Commissioners may appoint a competent civil engineer to examine such proposed system and plans, and report the result of such examination for the information of such Railroad and Warehouse Commissioners, and said Railroad and Warehouse Commissioners are hereby authorized to allow and reward five dollars per day as a compensation for the services of such civil engineer, or such reasonable sum as such Commissioners shall deem fit, and to allow and reward such other and further sums as they shall deem fit to pay, all other fees, cost and expenses to arise under said application, to be paid by the railroad company or companies in interest, to be taxed and paid or collected as in other cases. And the said Railroad and Warehouse Commissioners are also empowered, on application for their approval of any such system of interlocking and signals, works or fixtures, to require of the applicant security for such fees, costs and expenses, or the deposit, in lieu thereof, of a sufficient amount in money for that purpose, to be fixed by them.

APPROVED June 3, 1887.

ILLINOIS INTERLOCKING ACT, APPROVED JUNE 2, 1891.

AN ACT to protect persons and property from danger at the crossings and junctions of railroads by providing a method to compel the protection of the same.

SECTION 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That in every case where the main tracks of two or more railroads cross at a grade in this State, any company owning or operating any one of such tracks, whose managers may desire to unite with others by protecting such crossings with interlocking or other safety devices, may file with the Railroad and Warehouse Commission a petition stating the facts of the situation, and asking said Railroad and Warehouse Commission to order such crossing to be protected by interlocking signals, devices and switches, or other safety appliances. Said petition shall be accompanied by a plat showing the location of all tracks; and upon the filing thereof, notice shall be given to each other company or person owning or operating any track involved in such crossing, and the said Railroad and Warehouse Commission shall thereupon view the site of such crossing, and shall, as soon as practicable, appoint a time and place for the hearing of such petition.

§ 2. If the said railroad and Warehouse Commission shall, from information obtained in any manner, have cause to believe that any such grade crossing, as described in section one of this act, is dangerous to the public or to persons operating trains, and requires protection, then it shall be the duty of the said Commission, without any petition, and of its own motion, to cite the several companies or persons owning or operating the railway tracks forming such crossing, to come before said Commission at such time and place as may be named, and show cause why they should not be required to provide such crossing with interlocking or other safety appliances.

§ 3. At the time and place named for hearing under any petition filed in pursuance of section one of this act, or in any citation issued in pursuance of section two thereof, unless the hearing is for good cause continued, said Railroad and Warehouse Commission shall proceed to try the question whether or not the crossing shall be protected by interlocking or otherwise, and shall give to all companies and parties interested an opportunity to be fully heard, and said Commission shall, after such hearing, enter an order upon a record book or docket, to be kept for the purpose, denying the petition or discharging the citation if the protection of such crossing as proposed is deemed unnecessary, or, if said Commission shall be of opinion, from the evidence and facts produced, that the public good requires that such crossing be protected, then the Commission shall enter an order prescribing an interlocking device or equipment for such crossing, in case the companies interested cannot agree upon a device, in which order shall be specified the kind of machine to be used, the switches, signals and other devices or appliances to be put in, and the location thereof, and all other matters which may be deemed proper for the efficient protection of such crossing, and said Commission shall further designate, in such order, the proportion of the cost of the construction of such plant, and of the expense of maintaining and operating the same, which each of the companies or persons concerned shall pay. In case, however, one railroad company shall hereafter seek to cross at grade with its track or tracks, the track or tracks of another railroad company, and the Railroad and Warehouse Commission shall determine that interlocking or other safety appliances shall be put in, the railroad company seeking to cross at grade shall be compelled to pay all cost of such appliances, together with the expense of putting them in and the future maintenance thereof.

§ 4. It shall be the duty of every railroad company or person owning or operating any track involved in any such crossing to comply with and carry out fully, or unite with the others in doing so, any order of the said Railroad and Warehouse Commission made in pursuance of any proceeding instituted or had under this act, such work to be completed within ninety days after such order is made, unless the Railroad and Warehouse Commission shall, for good cause shown, extend the time; and when any such plant shall have been completed and made ready for use, it shall be the duty of the companies or persons concerned to notify the said Railroad and Warehouse Commission thereof, whereupon said Commission shall inspect or cause to be inspected

the said completed plant in the same manner as is now provided in the act upon that subject, approved June 3, 1887; and if, upon such inspection, the said plant is deemed to be well constructed and suitable and sufficient for the purpose, the said Railroad and Warehouse Commission shall issue a permit empowering the several companies or persons owning or operating the tracks involved therein to run such crossing without stopping, under such rules and regulations as may be in force, or may thereafter be adopted, by the said Commission, any law now in force upon the subject of stopping trains at railway crossings to the contrary notwithstanding.

§ 5. Any company, person or corporation refusing or neglecting to comply with any order made by the said Railroad and Warehouse Commission in pursuance of this act shall forfeit and pay a penalty of \$200 for each week of refusal and neglect, the same to be recovered in an action of debt in the name of the People of the State of Illinois, and to be paid, when collected, into the county treasury of any county where any such suit may be tried.

§ 6. All expenses incurred in any proceeding under this act shall be paid by the railway companies concerned, in equal portions, upon bills to be rendered by the Secretary of said Commission.

§ 7. Every junction of two or more railroad tracks, whether the tracks joining each other are owned by different companies or by the same company, shall be taken and deemed to be a crossing within the meaning of this act: *Provided*, that this section shall not apply to switch, spur or side tracks.

For the Information of Railroad Officials:

For the information of railroad officials contemplating the construction and operation of interlocking devices for the protection of grade crossings and junctions, in accordance with the statutory provisions governing the same, as defined in the foregoing acts, the following general rules and specifications are adopted and will be held as requirements by the Railroad and Warehouse Commission, where the approval of any such interlocking signals and switches or permit for operating the same, is applied for, as provided in the several acts of the General Assembly concerning interlocking.

Filing of petitions. *All petitions for examination of interlocking devices must be filed with the Secretary of the Commission, and all communications in relation thereto addressed to the Commission at Springfield, Illinois, through its Secretary.*

INFORMATION TO BE FILED WITH THE SECRETARY OF THE COMMISSION WITH PETITION FOR INSPECTION OF ANY INTERLOCKING PLANT.

I.

Prior to the commencement of the erection of an interlocking plant, general plan as per the requirements of article II, should be submitted to the Secretary, which, if found satisfactory, will be approved. On completion of plant, information required in articles III and IV must be filed with the Secretary, with request for inspection. Request for approval of plan.

II.

A petition for the inspection of any interlocking plant, under the acts of 1887 and 1891, must be accompanied by a complete plan in duplicate, showing the location of all main tracks, sidings, switches, cross-overs, and spurs, together with the position of all switch points, signals, detector bars, locks, tower, etc., the same to be fixed by measurement indicated by plain figures, or by a plan drawn to a scale of not less than one hundred feet to one inch. Plan.

The method of handling traffic on each track must be shown, and the grade on same indicated per one hundred feet. The number of lever operating each switch, signal, detector bar or lock

must be marked on plan at such switch, signal, detector bar or lock. The plan must show all tracks included within the limits of interlocking.

III.

Diagram of locking. A complete diagram of locking must be furnished with petition for inspection of any plant. This diagram must correspond with the arrangement of locking dogs as finally located and fixed.

IV.

Manipulation sheet. A manipulation sheet showing the combinations necessary to be set up for each of the several routes governed by signals must be furnished with petition for inspection.

V.

Copy of rules. Where special instructions are issued for the guidance of employees using the tracks within the limits of an interlocking, of unusual complicity, a copy of said instructions should be furnished with petition for inspection.

IMPORTANT REQUIREMENTS AND RECOMMENDATIONS FOR GUIDANCE IN CONSTRUCTION.

VI.

Style of signals. It being desirable that a uniform system of signals should be used at all interlocking plants, it is recommended that all signals should be of the semaphore type. All signals must be so constructed as to go to the danger position by force of gravitation in case of the breakage of connections between the operating lever and the signal. All signals must be provided with a lamp, showing front lens properly focused, and a back light, except as hereinafter provided.

VII.

Home signal. The home signal should, when practicable, be located on engineer's side of track it governs, and should be not less than fifty (50) feet nor more than two hundred (200) feet in advance of the point it governs, except where special conditions exist. The signal must point to the right of the track it governs, and should have a square end. When the derail or facing point or crossing is set against the traffic governed by the home signal, the signal must be locked in a horizontal position, showing red, or danger color light by night, indicating "danger—stop." When the track it governs is clear and safe for the passage of trains the signal may be inclined at an angle of about sixty (60) degrees or more, from the horizontal, showing a white, or line clear light by night to approaching train, indicating "clear track—advance." In case two signal arms are used on the home signal post the top signal should in all cases govern main or high speed routes, and the lower signal the diverging route or routes. In mechanical interlocking plants the home signal may be worked by either pipe or wire connections. In case wire is used there must be two lines.

VIII.

The distant signal should be located not less than twelve hundred (1200) feet in advance of the home signal with which it operates, on the same side of track, with the arm pointing in the same direction. The distant signal should be distinguished by a notch cut in the end of the semaphore arm. It must be so arranged and connected with the home signal that it will be held in a horizontal position, showing green or caution color light by night to approaching train when the home signal indicates danger. The distant signal must be worked by two lines of wire. Distant signals

IX.

Rotating indicators, known as pot or disc signals, should only be used as switch indicators, operating with the switch. Switch indicators.

X.

Dwarf signals having a small arm and suitably adapted as to height, should be similar in design and location to the home signal. It should be used only to govern movements on secondary tracks or movements against the current of traffic on main tracks when such reverse movement becomes necessary, and where necessary in yards. Dwarf signal.

XI.

Bracket posts should be used in all cases where it is necessary to signal trains, on different tracks, operated in the same direction, from the same main post; the position of the post on bracket to correspond to the position of the tracks on which movements are to be governed. Bracket posts,

XII.

The signalman in the tower should be able to see the arms or the back lights of all signals; the back lights of the lamps to be made as small as practicable, having regard to efficiency. When the front lights are visible to the signalman in the tower no back lights will be required. If from any unavoidable cause the arm or light of any signal cannot be seen by the signalman, a repeater or indicator should be provided in the signal tower. General arrangement of signals.

XIII.

The fixed lights in the signal tower should be screened off so as not to be mistaken for the signals exhibited to control the running of trains. Fixed lights in tower.

XIV.

Where the grade is practically level, the derailing point on high speed main line tracks should, in no instance, be located a less distance than three hundred (300) feet in advance of the crossing which it is intended to protect, and when practicable on lines of fast and heavy traffic the derailing point should not be located a less distance than three hundred and fifty (350) feet in advance of the crossing. Derails in high speed tracks.

In case of a descending grade toward the crossing the derailing point shall be so located as to give the same measure of protection that is required for level approach.

Where a single main high speed track of one railroad crosses another railroad at the same level, and traffic is carried in both directions on each track, then derails should be provided on each side of the crossing in the manner hereinbefore described for high speed main tracks. Guard rails may be required.

Where conditions make their use practicable, guard rails will be required.

XV.

Derail points on secondary tracks. On secondary tracks, such as switching, drilling, storage and low speed tracks, the position of derail point should be located so as to give the same measure of safety indicated for high speed tracks.

XVI.

Derail for main track crossing secondary track. When the crossing is made by a switching, drilling, storage or low speed track with a high speed track moving traffic in either direction, the derails on high speed track should be located on each side of crossing in the manner first described. A derail should be located on the secondary tracks on each side of crossing in the manner described hereinbefore for switching, drilling, storage or low speed tracks.

XVII.

Derails on secondary track. In case one or more secondary low speed tracks cross each other at grade, each track should be provided with a derail on each side of the crossing. The distance of derail in advance of crossing should be governed by the character of traffic upon such tracks, provided that the same measure of safety is applied to such crossings as is required for the protection at crossings of high speed tracks.

XVIII.

Derails on spur tracks or sidings. In case a spur, siding or switch connects with the main track between the derail and the crossing which it protects, the spur or siding should be treated as the crossing track, and be provided with a derail in accordance with the foregoing regulations.

XIX.

Derails on double track — back-up derails. In case of double track crossings where the current of traffic on each track is, as a rule, in one direction, a derail should be provided for back-up movements, and for the further purpose of insuring clearance of crossing before clearance signal can be given on opposing route. The derail should be placed not nearer than one hundred and fifty (150) feet nor more than three hundred (300) feet from crossing.

XX.

Derails — how worked. In mechanical interlocking plants all derails and point switches, whether facing or trailing, must be worked either by iron or steel pipe not less than one inch in diameter.

XXI.

All slip switches, movable point frogs and derails should be locked either by a separate line of connections from those used to move such slip switches, movable point frogs or derails, or by double pointed switch and lock movement of approved pattern. Where the double pointed switch and lock movement is used on main tracks it must be in connection with a bolt lock operated with the home signal governing the position of the facing point.

Locks for derails, slip switches and movable point frogs.

XXII.

Switch movements should be located on long ties extending a sufficient distance from the rail or on other suitable foundation, and the switch movement should be further connected with the rails by a continuous plate extending under the rails, fitted with rail braces to insure accurate adjustment and maintenance of gauge of track.

Switch movements.

XXIII.

All derails and facing point switches, should be protected by detector bars. The detector bars must exceed the greatest distance between the adjacent wheels of the longest car, and in no case should they be less than forty-five (45) feet in length. The first interval of the movement of switch lever which withdraws the locking pin must at the same time raise the detector bar above the level of the rail. The final movement of the switch lever must return the detector bar to its normal position—level with the rail. If detector bar is not worked on switch lever, it must be actuated before the switch is moved in either direction.

Detector bars.

XXIV.

When a crossing is used for drilling with short trains, or where trains make station stop on or fouling the crossing, a detector bar may be required at the crossing. In such cases the bar should be interlocked with the movement that operates the derails, to insure a clear crossing before an opposing route can be set or signal be given.

Detector bars at crossings.

XXV.

In all mechanical interlocking the levers by which points and signals are worked should be grouped in a tower and supported on a suitable foundation, which should be independent of the foundation of the tower. All levers should be pivoted on one common center and be so arranged as to bring the switch levers and locking levers in the center of the frame. The levers operating home signals should be placed next to levers operating switches and locks, and the levers operating distant signals should be placed on the extremities of the frame following the home signal levers. The levers should be numbered from left to right. The visible parts of the levers above the machine, except the finished part of the handle, should be painted as follows: Switch levers, black; lock levers, blue; switch and lock levers, black and blue; home signal levers, red; distant signal levers, green; and movable point frog levers, black or yellow.

Arrangement of levers in mechanical machine.

XXVI.

Preliminary locking.

The locking should be actuated by the action of the latch rod, or by a device performing similar service in advance of the first movement of any lever. The first act in reversing a lever must lock the levers of all conflicting routes.

XXVII.

Locking of levers.

The levers should be so arranged that while the signals are in their normal position, *i. e.*, at Danger, the levers operating points shall be free to move: Provided, however, that the preliminary act of reversing any lever shall lock all signal levers controlling opposing routes. The arrangement of locking must be such as to make it impossible for signalman to lower signal for the approach of a train until he has first set the points in the proper position for it to pass over route governed by such signals. The locking must be so devised as to make it impossible for the signalman to exhibit at the same moment any two signals or combination of signals that can lead to a collision.

XXVIII.

Signal towers

Signal towers should be so placed and of such height as to afford the best possible view of the functions of the interlocking plant.

XXIX.

Automatic compensators.

Each line of pipe operating points must be automatically compensated. Such automatic compensators must be located at such intervals in the line as to completely provide for expansion and contraction at various temperatures.

XXX.

Foundation of pipe compensators & cranks.

All pipe compensators and cranks must be fixed on suitable foundations.

XXXI.

General requirements.

In case there are cross-overs, turn-outs or other connecting tracks involved in the general system, the movement of cars and trains upon which present an element of danger, which danger will be enhanced by the passage of trains over crossings or junctions without stopping, and consequently at higher speed than would be the case without the permit sought, then, and in all such cases, whether such enhanced danger be of collision between different cars or trains of the same road, or between cars or trains of different roads, it will be necessary, in addition to the protection of the main crossing, to provide by the proper devices and appliances against any such increased collateral dangers in the same complete manner that is required in the case of the main crossing. The material and workmanship must be in all respects first-class, and the entire plant must be constructed in accordance with the best practice in signaling, and the plant as a whole must, when finished, be complete and perfect, and in every way fit for the purpose of its construction.

XXXII.

Inspection for issue of permit will not be made until the entire plant is completed, connected and operated under orders to hold home signal against trains until they have made a full stop for crossing or junction governed by such signal. And in no case will the inspection be made until all information hereinbefore specified to be furnished to the Secretary shall be on file in the office of the Commission.

Plant to be complete when inspection is requested.

XXXIII.

In case any company desires to make any change in the mechanical construction, arrangement or location of any plant now or hereafter operated under permit of the Railroad and Warehouse Commission, or any of the parts of such plant, a new or supplemental petition, with amended plans, shall be filed with the Secretary of the Commission, showing specifically the nature of the changes proposed, and a new permit procured thereon to operate such plant as changed or amended, and any such change made without new permit being procured in pursuance of this rule, or any change made by any company in the manner of moving traffic within limits of the plant, not contemplated at the time any permit was obtained will be deemed *ipso facto* to work a forfeiture of the original permit.

Changes in plant after permit is issued.

RICHARD P. MORGAN,
DWIGHT C. MORGAN,

Consulting Engineers.

RULES OF PRACTICE IN CROSSING AND INTERLOCKING CASES.

I.

For the hearing of cases arising under the act approved May 27, 1889, concerning crossings, and the act approved June 2, 1891, concerning interlocking, there shall be held at the office of the Commission, in the State House, in Springfield, a regular meeting of the Commission, on the Tuesday after the first Monday in each month, and continuing from day to day thereafter, if necessary, until the business of such meeting is finished; but if the day above designated for such meeting shall at any time fall upon a general election day or a legal holiday, then the meeting shall be held upon the day following.

II.

If no quorum of the Commission shall be present on any day named in these rules for any regular meeting of the Commission, and there are causes on the docket ready for hearing, the Secretary of the Commission shall adjourn such meeting from day to day (noting the same upon the record), until a quorum is present for the transaction of business, at which time the hearings shall be proceeded with in the same manner as they would had a quorum been present on the day named in the rules for said meeting. When the Secretary shall be aware in advance that for any reason a quorum will not be present for the transaction of business on the day named for a regular meeting, he shall, so far as practicable, advise all interested parties by letter or otherwise of the fact, and also let them know on what day a quorum is expected.

III.

Upon the filing of any petition in pursuance of any of the provisions of either of such acts, the Secretary of the Commission shall at once issue and cause to be served upon or delivered to the defendant in such petition, such notice as the law requires, or as may be prescribed by the Commission; and the Secretary shall also, for the better information of such defendant, mail to its president or general manager, a copy of the petition; but a failure by defendant to receive the letter shall not be taken as a failure of notice.

IV.

If the notice provided for in the last rule shall be served upon or received by the defendant ten days before the next regular meeting of the Commission as above established, the case shall stand for hearing at that meeting; but if such notice shall be served or received less than ten days before such regular monthly meeting, then such petition shall stand for hearing at the next regular monthly meeting succeeding that one.

V.

In the case of any proceeding begun under the said interlocking act of 1891, by a citation issued by order of the Commission instead of by petition, the Secretary shall make such citation returnable at the next regular monthly meeting of the Commission, if the same shall take place ten days or more after the time of issuing such citation: but if such citation shall not be served upon any defendant therein named ten days or more prior to the first day of the next meeting, then such citation shall stand for hearing at the next regular meeting succeeding.

VI.

Such answer as any defendant may desire to make to any petition, or such return as any company may desire to make to any citation which may be issued, shall be filed in the office of the Commission not later than the morning of the day upon which said petition or citation stands for hearing upon the docket in accordance with these rules; and such answer or return shall close the written pleadings in the case.

VII.

Cases shall stand for hearing at such regular meetings in the order of their numbers unless the Commission shall for good cause vary such order; and in the general manner of conducting hearings, producing testimony, etc., the Commission will be governed by the general system of practice which obtains in the Circuit Courts of Illinois, so far as the same is applicable to these proceedings.

VIII.

All evidence offered on any such hearing shall be reported in full by the stenographer of the Commission, who shall write the same out correctly in typewriting, and file the same for reference with the papers in the case in which the same is taken.

IX.

Every case which may for any reason remain on the docket, not finally disposed of at the conclusion of any such regular meeting of the Commission, shall stand continued to the next regular meeting, and the Secretary shall enter an order to that effect, in such case, without specific action or instructions by the Commission.

X.

The Secretary of the Commission is hereby empowered, without further specific order, to issue from time to time, under his hand and the seal of the Commission, such subpoenas for witnesses in any cause arising under either of said acts as any party thereto may request to be issued. Said Secretary shall advance no fees for the service of any such subpoenas, but leave the party calling for the same to serve it or procure it to be served as he shall think fit.

XI.

In every trial had under these rules, the petitioner will open and close the case. Each party to the hearing will be allowed to introduce such evidence as to facts and expert questions as may be thought necessary, provided the same is admissible under the common law rules of evidence; and each party will be fully heard in argument upon all points of the case by counsel or other representative; but no petition for rehearing will be entertained in any such case, unless the right to present the same is expressly reserved in the final decree or order of the Commission.

XII.

The petition mentioned in section 1 of the act of 1891, concerning interlocking, will be deemed sufficient if in substantially the following form:

To the Railroad and Warehouse Commission of the State of Illinois:

The Rail..... Company represents that it owns and operates a certain railroad extending from..... to within the State of Illinois; that the main track of said railroad crosses at grade the main track of the..... Rail..... Company in the County of.....; that petitioner desires to unite with the said..... Rail..... Company in protecting said crossing with proper devices and appliances, thus securing greater safety to persons and property, and enabling trains to pass said crossing without stopping, but is unable to agree with said company upon a plan of the same; that the public good requires that said crossing be so protected; and petitioner files herewith a plat showing the location of the tracks involved in said crossing, and makes said plat a part of this petition.....

In consideration of the premises, petitioner prays this Commission to give notice to the said Rail..... Company, which is made defendant to this petition, and to proceed to view the site of said crossing, and appoint a time and place for a hearing of this petition, and that upon such hearing the Commission will enter an order prescribing a proper device and machinery for the protection of said crossing in pursuance of an act of the General Assembly, entitled "An act to protect persons and property from danger at the crossings and junctions of railroads," etc., approved June 2, 1891; and petitioner further prays that the Commission will fix in such order the proportion of the cost for the construction, maintenance and operation of such device which each of the parties hereto shall pay; and prays generally for such other relief as may be appropriate to the case.

.....
Petitioner.

.....
Its Solicitor.

XIII.

The notice to be given in pursuance of section 1 of said act of 1891, may be in substance as follows:

Office of the Railroad and Warehouse Commission of the State of Illinois.

To the..... Rail..... Company:

You are hereby notified that on the..... day of....., 189....., the..... Rail..... Company filed in the office of the Railroad and Warehouse Commission of the State of Illinois a petition, praying for the protection, by proper devices and machinery, of a certain grade crossing of the main tracks of your railroad and that of the said petitioner, situated in the county of....., in the State of Illinois, in pursuance of an act of the General Assembly approved June 2, 1891, entitled "An act to protect persons and property from danger at the crossings and junctions of rail-

roads," etc.; and you are hereby further notified that under the rules of said Commission the said petition will stand for hearing at the office of said Commission in the State House, in the city of Springfield, Illinois, on..... the..... day of..... 189..... at 9 o'clock a. m., at which time and place the said Commission will proceed to try the question whether or not the said crossing shall be protected by interlocking or other devices, and in case the said companies are unable to agree, to prescribe, if the public good is deemed to require it, what kind of device, equipment and machinery shall be put in by the companies concerned, and the proportion of the cost of the construction, maintenance and operation thereof, which each of said companies shall pay; and you can, if you think proper, appear through your proper officers or counsel at the time and place above mentioned, and be fully heard by the Commission upon all the matters involved in said petition.

The Commission will, if practicable, advise you of the time when the site of said crossing will be viewed, so you may be present if you desire.

Witness..... Secretary of said Commission, and
the seal thereof, at Springfield, Illinois, this.....
day of..... A. D. 189.....

.....
Secretary.

XIV.

The citation provided for in section 2 of said act of 1891, may be in substantially the following form:

Office of the Railroad and Warehouse Commission of the State of Illinois.

To the..... Rail..... Company:

WHEREAS, Facts have come to the knowledge of the Railroad and Warehouse Commission of the State of Illinois, which give the said Commission cause to believe that the grade crossing between the main tracks of the..... Rail..... Company and the..... Rail..... Company, situated..... in the county of..... in the State of Illinois, is probably dangerous to the public, and to persons operating trains across and over the same, and that said crossing probably requires protection by proper devices, machinery and appliances, in accordance with an act of the General Assembly entitled, "An act to protect persons and property from danger at the crossings and junctions of railroads," etc., approved June 2, 1891.

Now, therefore, you, the said..... Rail..... Company, impleaded herein with the said..... Rail..... Company, are hereby notified and cited to come before the said Railroad and Warehouse Commission at..... on the..... day of..... 189..... at the hour of..... o'clock m., then and there to show cause why you should not be required to unite with said..... Rail..... Company in providing said crossing with such safety appliances, devices and machinery, as may, in the judgment of said Commission, after full hearing, be thought requisite for the proper protection thereof; and said Commission, in case the protection of said crossing is, after hearing, deemed necessary, will also, unless the companies agree thereon, prescribe and order proper devices, machinery and appliances for the protection of said crossing, and also fix the proportion of cost each company concerned shall pay for the construction, maintenance and operation thereof; upon all which matters you will, through your proper officer or counsel, be fully heard at the time and place specified, if you see fit to appear.

Witness..... Secretary of said Commission, and
the seal thereof, at Springfield, Illinois, this.....
day of..... A. D. 189.....

.....
Secretary.

XV.

The form of notification to be given in cases arising under the act of 1889, concerning crossings, may be in substantially the following form:

Office of the Railroad and Warehouse Commission of the State of Illinois.

To the.....Rail.....Company:

You are hereby notified that on the.....day of....., 189...., the.....Rail.....Company filed in the office of the Railroad and Warehouse Commission of the State of Illinois, a petition praying the Commission for leave to cross with its tracks the main line of your railroad at.....in the county of....., in the State of Illinois, in pursuance of an act of the General Assembly approved May 27, 1889, entitled, "An act in relation to the crossing of one railway by another, and to prevent danger to life and property from grade crossings"; and you are further notified that under the rules of said Commission the said petition will stand for hearing at the office of said Commission, in the State House, in the city of Springfield, Illinois, on....., the.....day of....., 189...., at 9 o'clock a. m., at which time and place you can appear through your proper officers or counsel and be heard upon the questions involved in said petition, if you see fit to do so.

The Commission will, if practicable, advise you of the time when the site of said crossing will be viewed, so you may be present if you desire.

Witness.....Secretary of said Commission, and
the seal thereof, at Springfield, Illinois, this.....
day of.....A. D. 189....

.....

Secretary.

RULES

ADOPTED BY THE

RAILROAD AND WAREHOUSE COMMISSIONERS

*For the Administration of the Departments of Grain Inspection
and Warehouse Registration in the City of Chicago, and
for the Government of the Committee of Appeals.*

IN FORCE FROM AND AFTER SEPTEMBER 1, 1893.

RULES

PREScribed BY THE BOARD OF RAILROAD AND WAREHOUSE COMMISSIONERS FOR THE ADMINISTRATION OF THE DEPARTMENTS OF GRAIN INSPECTION AND WAREHOUSE REGISTRATION IN THE CITY OF CHICAGO, AND IN FORCE FROM AND AFTER SEPTEMBER 1, 1893.

RULE I.—OFFICE HOURS.

The offices of the Chief Inspector of Grain and the Warehouse Registrar for the City of Chicago shall be open for business at 8 o'clock A. M. from the 15th day of April to the 15th day of November, and at 9 o'clock A. M. during the remainder of the year, and shall be kept open for business until 5 o'clock P. M. during the entire year.

RULE II.—BOOKS AND RECORDS.

The said Chief Inspector shall keep a set of books in which shall be entered an accurate account of all grain inspected, showing the quantity and quality of each variety, the amount of inspection fees chargeable thereon, by whom payable and the amount collected; which books shall be open at all times to the inspection of the Commissioners. He shall also keep books of record of the inspection, accurately describing the separate lots of grain inspected, and shall, on application, furnish the Warehouse Registrar with such information as may be necessary to enable that officer to keep a record of all grain inspected into and out of all warehouses of Class "A."

RULE III.—DUTIES OF THE CHIEF INSPECTOR.

The said Chief Inspector shall have a general supervision of all assistant inspectors and employes of his department, and enforce all laws, rules and regulations pertaining thereto, and shall report promptly if, in his opinion, the services of any employe can properly be dispensed with. It shall be his duty to assign all assistant inspectors to their respective posts and to change the assignment of all third assistant inspectors at least every sixty days if, in his judgment, the service would be benefited thereby.

In case of emergencies the said Chief Inspector shall have power to employ temporarily, in accordance with law, such additional help as the exigencies of the service may, in his opinion, demand: certifying that such additional help was necessary and reporting the same monthly to the Commissioners.

And it shall be the duty of said Chief Inspector, when, in his judgment, the interest of the service demands immediate action, to relieve from duty any of the employes in his department for any gross violation of duty, and at once report the same to the Commissioners, with such facts in the case as may be at his command upon which such action shall have been taken.

RULE IV.—MONTHLY REPORTS AND PAY ROLLS.

The said Chief Inspector shall, previous to the first Tuesday after the first Saturday in each month, transmit to the office of the Commission a statement (in duplicate) of (1) the amount of cash receipts from any and all sources during the previous month; (2) the amount of uncollected bills due the department, and a list of the names of persons or firms from whom due, with the respective amounts due from each; (3) the expenses of the department for the previous month, the statement to be accompanied by the bills of said expenses and the pay rolls, giving the names and duties of all employes of the department (including those employed in the office of the Warehouse Registrar and the Committee of Appeals) and the amount due to each; said bills and pay rolls being certified as correct by the Chief Inspector and Warehouse Registrar, as the case may be.

Upon the approval of said bills and pay rolls by the Commission, and the return of the same to the Chief Inspector, the said Chief Inspector shall forthwith proceed to pay the said bills and pay rolls from the funds of the department, and file the same, duly receipted, in his office as vouchers for such payment.

RULE V.—COLLECTION AND DISBURSEMENT OF FUNDS.

The Chief Inspector is hereby authorized and directed to collect such charges for inspection of grain as may be established from time to time by the Railroad and Warehouse Commission, and all other moneys that may become due on account of inspection service in the City of Chicago, and deposit the same to his own credit as Chief Inspector, to be drawn by him as Chief Inspector for the payment of salaries and other expenses of the department, upon pay rolls and bills of expense approved by the Commission, as approved in Rule IV above.

He shall also daily report to the Commissioners the amount of collections made by him as Chief Inspector.

He is also authorized to make such arrangements for the collection of said inspection fees as he may deem proper, reporting the same to the Commissioners for their approval; and enforcing all such provisions in the premises as the Commissioners may enact.

RULE VI.—FEES FOR INSPECTION.

The said Chief Inspector is hereby authorized to collect, until further notice, on all grain inspected under his direction as follows:

For Inspection on Arrival.—Twenty-five cents per car load, ten cents per wagon load; forty cents per 1,000 bushels from canal boats, or vessels, and one-fourth of one cent per bushel from bags.

For Inspection from Store.—Fifty cents per 1,000 bushels to vessels; thirty-five cents per car load to cars; thirty-five cents per car load to teams or ten cents per wagon load to teams.

RULE VII.—CUSTODY OF THE FUNDS, BOOKS AND PROPERTY.

The said Chief Inspector shall deliver to his successor in office all moneys, books, papers and other property remaining in his hands or subject to his control at the expiration of his term of office, or upon his removal from or discontinuance in office as such Chief Inspector, or turn the same over to the Board of Railroad and Warehouse Commissioners, at any time when demanded by said Commissioners.

RULE VIII.—BASIS OF INSPECTION.

The grading and inspection of grain shall be strictly in accordance with the provisions of the thirteenth section of the act to regulate public warehouses and the warehousing and inspection of grain, and to give effect to Article XIII of the Constitution of the State of Illinois, approved April 25, 1871, in force July 1, 1871.

RULE IX.—"PLUGGED," "LOADED" or "SCOURED" GRAIN.

The said Chief Inspector and all persons inspecting grain under his direction shall in no case make the grade of the grain above that of the poorest quality found in any lot of grain inspected, when it has evidently been "plugged" or otherwise improperly "loaded" for the purpose of deception. Wheat which has been subjected to "scouring" or to some process equivalent thereto, shall not be graded higher than No. 3.

RULE X.—ATTEMPTS AT FRAUD OR INTERFERENCE.

All persons employed in the inspection of grain shall promptly report to the Chief Inspector in writing all attempts to defraud the system of grain inspection established by law; and all instances where warehousemen shall deliver, or attempt to deliver grain of a lower grade than that called for by the warehouse receipt.

They shall also in the same manner report all attempts of receivers or shippers of grain, or any other person interested therein, to instruct, or in any improper way to influence the action or opinion of any inspector in the discharge of his duty, and the Chief Inspector shall report all such cases to the Commission.

RULE XI.—TERMS AND SERVICE OF EMPLOYEES.

All persons appointed by the Commission to fill the various positions under the law, will hold their several positions for such time only as, in the judgment of the Commission, the interests of the service in which they may be employed shall demand.

And the compensation of all persons so appointed shall cease at the time their services are dispensed with.

RULE XII.—PERQUISITES PROHIBITED.

The employés of the Inspection Department are hereby prohibited from asking or receiving compensation from any railroad company, warehouseman, vessel owner or agent, or any other person, for any service rendered in the line of their duty as such employés. Any employé guilty of this offense shall be discharged from the service.

RULE XIII.—SUNDAY AND OTHER EXTRA SERVICE.

If any railroad company with a terminus at Chicago, any warehouseman, shipper, vessel owner or agent, or any other proper person, shall desire the service of any employé of the Grain Inspection Department for the purpose of inspecting grain or doing other work in the line of his duty as such employé on Sunday, or on a legal holiday, or at night, said company, warehouseman or person shall apply to the Chief Inspector of Grain for the service of such employé; and the Chief Inspector shall, if in his opinion great necessity exists for the service being rendered on Sunday, or a legal holiday, or at night, require such employé to perform the duty.

Provided, That no employé shall be required to do any service in the line of his duty on Sunday if he has conscientious scruples against Sunday labor: and

Provided, further, That no grain shall be inspected out of any elevator after dark unless the person requesting such inspection shall furnish to the Chief

Inspector, or to the inspector having charge of such elevator where such service is to be performed, a night order, written upon the blanks furnished by the department for that purpose, and signed by the owners of the grain, relieving the inspector from all responsibility for damage which may be caused by such mistakes as are liable to occur by reason of the darkness; and in every case the inspector must be personally present during the delivery of such grain on board.

RULE XIV.—COMPENSATION FOR EXTRA SERVICE.

Extra compensation at the rate of the regular wages of the employé shall be paid by the Grain Inspection Department to any employé who shall be required to do any work on Sunday, or a legal holiday, as provided in Rule XIII, and any employé who shall be required to work at night as provided in said rule, shall receive upon each night order which shall be completed before midnight the sum of three dollars, and upon all night orders requiring his presence after that time, five dollars. The cost of such service to the department shall be charged and collected from the company, warehouseman, vessel owner, agent, or other person at whose request it was rendered.

RULE XV.

It is hereby ordered that Rule XV governing the administration of the Grain Inspection and Warehouse Registration be amended so as to read as follows:

DUTIES OF THE WAREHOUSE REGISTRAR.

It shall be the duty of the Warehouse Registrar to keep a registration book for each elevator of Class "A" doing business in Chicago, in which shall be entered a correct description of each warehouse receipt that may be registered. When such receipts are presented for registration the said Registrar shall carefully compare the same with the returns which shall have been made to him by the inspectors stationed at the respective elevators, and if he shall thereby be satisfied of the correctness of the same he shall sign his name in ink, giving the date of such presentation with the title of his office.

In the absence of the Registrar such certificates may be signed by some employé in the Registration Department authorized by the Registrar to sign his name, in which event the name of such person so authorized to sign the name of the Registrar, as aforesaid, shall also sign his own name in full to said certificates: but if he shall find that any differences exist, he shall institute a thorough examination into the reasons therefor, and shall have such error corrected before affixing his signature to said certificate, and if it shall appear that any fraud in the issuance of such receipts shall have been attempted by the warehousemen, the said Registrar shall at once report the same to the Commission.

RULE XVI.—ACCUMULATIONS OF GRAIN, STORAGES, AND SUBSTITUTING RECEIPTS.

When cleaning out a certain kind of grain it shall be the duty of the elevator men to report to the Warehouse Registrar the correct amount, grade and kind of any and all accumulations. The said Registrar shall receive their sworn statement, and shall inform the Railroad and Warehouse Commission of the grain so reported, and also the Chief Inspector, so as to get this grain inspected and receipts issued for same, which receipts must be properly registered and cancelled after shipments are made.

In case of a shortage the elevator men will make a sworn statement to that effect to the said Registrar, giving the reason for such shortage, and cancel the proper receipts that have been outstanding against them, and so clear the registration books of such accounts.

In no case will the Registrar permit substitute receipts of one house for shipments made from another warehouse and have them presented for cancellation.

RULE XVII.—REGISTRATION RECORDS.

The said Registrar shall carefully preserve all reports of receipts and shipments made to his office by the elevators of class "A," in pursuance of law, or such regulations as may be established, and shall keep an accurate account of the grain so reported, in proper books, with each warehouse firm of class "A," and when such reported shipments shall agree with the receipts canceled for each shipment, he shall mark "canceled," with the date thereof, on his registration book, opposite the recorded description of such receipt.

RULE XVIII.—THE REGISTRAR'S ASSISTANTS.

The said Registrar shall have general supervision over his assistants and such employes as the Commission may appoint, and shall direct all such employes in the discharge of their duties. In case of emergency he shall have power to employ temporarily such additional assistants as the exigencies of the service may demand, reporting the same monthly to the Commission, and certifying that such additional assistance was necessary. He shall also report to the Commission monthly, if, in his opinion, the services of the person so employed can be properly dispensed with.

RULE XIX.—WAREHOUSE LICENSES.

The said Registrar shall procure from the clerk of the Circuit Court of Cook county, and keep in his office, a complete list of all warehouse licenses granted by said Circuit Court of Cook county.

RULES

FOR THE GOVERNMENT OF THE COMMITTEE OF APPEALS, ESTABLISHED
BY THE BOARD OF RAILROAD AND WAREHOUSE COM-
MISSIONERS AND IN FORCE FROM AND AFTER
SEPTEMBER 1, 1893.

RULE I.—HOW APPEALS MUST BE TAKEN.

Any person, owner, consignee, warehouseman or shipper desiring to take an appeal from the decision of any grain inspector, as provided by law, shall make his said appeal in writing in a "Record of Appeals" provided for that purpose in the office of the Warehouse Registrar, clearly setting forth the kind, grade and locality of the grain in question, within twenty-four hours after the report of said inspector shall have been made, and in case such appeal shall not be taken within twenty-four hours, as aforesaid, or in case the grain in dispute shall have passed into a warehouse or away from the warehouse after inspection from store, or shall in any other manner have lost its identity, then the right of appeal shall be deemed waived and shall no longer exist.

RULE II.—NOTICES TO THE COMMITTEE.

It shall be the duty of the Warehouse Registrar, immediately upon receiving an appeal, as aforesaid, to ascertain from the Chief Inspector whether the car, canal boat or vessel in question has been entered in his office for re-inspection; and if it has not, to issue a notice to each member of the Committee of Appeals, apprising them of the fact of such appeal, and stating the kind and location of the grain, and the grade given to it by the local inspector; but if such car, canal boat or vessel shall have been entered in the office of the Chief Inspector for re-inspection, then notices to the committee, as above provided, shall not be issued until report of such re-inspection shall have been made.

RULE III.—DUTIES OF THE COMMITTEE.

It shall be the duty of the Board of Appeals, upon the receipt of notice as aforesaid, to proceed at once to carefully examine the grain in question, and render their decision as to the quality and grade thereof, in accordance with the legal standard established by the Railroad and Warehouse Commission under the laws of the State, in writing, upon the "Record of Appeals" provided for the purpose in the office of the Warehouse Registrar, said decision to be final; and the Chief Inspector shall, when so requested issue a certificate of the grade of the grain in question in accordance with the decision of the Committee on Appeals.

It shall also be the duty of said Committee on Appeals to furnish to the Chief Inspector a fair sample of each lot of grain, the grade of which has been changed by them.

RULE IV.—DEPOSIT CHARGED FOR AN APPEAL.

In every case of appeal from the decision of the Inspection Department, if the appeal be on a car load, the appellant shall, at the time of taking his appeal, deposit with the Warehouse Registrar the sum of \$5; and if on a boat load the sum of \$9; which sum shall, upon demand, be returned to the appellant if the appeal be sustained; but, if the appeal be not sustained, said sum shall be turned over within two days to the Chief Inspector, to be by him deposited with the funds of the department.

RULE V.—WITHDRAWAL OF APPEAL.

In case an erroneous name of boat or car number is given by the appellant, and the Committee of Appeals has searched for said boat or car, then the said deposit of fees shall, in the discretion of the Warehouse Registrar, be forfeited by said appellant. Also, when an appeal has been taken and the entry made upon the record of appeals, it shall not be withdrawn while the Committee of Appeals are then in search of said boat or car, without forfeiture of the fees deposited.

RULES VI.—RECORDS OF THE COMMITTEE.

The Warehouse Registrar shall keep in his office a correct record of all the official acts of said Committee of Appeals, and shall immediately after each decision of said committee changing the grade of any lot of grain, report said change to the Chief Inspector.

RULES

FOR THE GOVERNMENT OF THE ASSISTANT INSPECTORS AND HELPERS
ESTABLISHED BY THE CHIEF INSPECTOR, AND APPROVED BY THE
BOARD OF RAILROAD AND WAREHOUSE COMMISSIONERS, AND
IN FORCE FROM AND AFTER SEPTEMBER 1, 1893.

RULE I.—HOURS OF SERVICE.

Assistant inspectors and helpers will be at their posts and ready for business on the railroad tracks or at the elevators to which they may be assigned at 7 o'clock a. m. each morning from the 15th day of March to the 15th day of November, and at 8 o'clock a. m. during the remainder of the year. They will remain at their posts until 6 o'clock p. m. from the 15th day of April until the 1st day of October, and until 5 p. m. during the remainder of the year.

RULE II.—EARLIER HOURS.

When the receipts are large and the interests of the trade require an early inspection, all assistant inspectors and helpers assigned to duty on the track will begin work at as early an hour as practicable.

RULE III.—EVENING WORK.

Inspectors stationed at elevators will, when necessary to complete the cargo or shipment upon which they may be engaged, remain on duty as late in the evening as they can see to inspect grain safely.

RULE IV.—WET WEATHER AND DARKNESS.

No inspector stationed at any elevator is authorized to inspect out of store after dark in wet weather, except on receipt, personally, or through the office of the Chief Inspector, of an order written upon the printed blanks furnished by the department, filled and signed by the owner of the grain, or his authorized agent, relieving such inspector from all responsibility for damage which may be caused by such wet weather, or loss by such errors as are liable to occur by reason of darkness, but in every case the inspector must be personally present when the grain is actually delivered on board, making his report after such actual delivery.

RULE V.—VESSELS AND CARS TO BE CLEAN.

Assistant inspectors stationed at elevators will see that the vessels or car into which they may inspect grain is clean and in proper condition to receive the same.

RULE VI.—RETURNS AND RECORDS OF ASSISTANTS.

All entries in registration, shipping and track books of grade, weight, quality, character and general remarks relating to the grain, must be plainly written and correctly footed; observations to be avoided as much as possible, that no mistakes may be made in copying the same.

Entries on track and registration books must be continuous, in order that there be but one footing of columns to each daily report sent to this office. All inspection tickets placed upon cars by inspectors on track must be plainly written with the aniline pencil furnished for that purpose.

Each assistant inspector in charge of track inspection must sign his name and official rank to each daily return of inspection, and each inspector stationed at an elevator will sign his name and rank to each stub and duplicate on each page of his shipping book, and at the end of his daily report on registration book.

RULE VII.—DUTIES OF THE MESSENGER.

It shall be the duty of the messenger to collect from the different inspection stations the books containing the daily reports of inspection, and from the elevators the registration and shipping books and samples of shipments, so timing his trips that the collections from the elevators shall be returned to this office by 8 o'clock a. m., and the books from the inspection stations by 11 a. m. each day. He shall also collect from the elevators or tracks such samples of grain as may be required for the use of this office.

RULE VIII.—HOURS OF MAKING REPORTS.

Inspectors at elevators will have their shipping and registration books written up at night, that the messenger may collect them on his first or early morning trip, arriving at this office at 8 o'clock a. m. Said inspectors will make up their report of receipts into store at 12 o'clock, noon, on the last day of each month, and immediately forward the same to the registration office.

RULE IX.

Any use whatever of malt, vinous or spirituous liquors by the employes of the department is strictly prohibited. The penalty for any violation of this rule shall be suspension, and the penalty for intoxication shall be discharge from the service.

WM. S. CANTRELL,
C. F. LAPE,
THOMAS GAHAN,
Commissioners.

J. W. YANTIS, *Secretary.*

SPRINGFIELD, ILL., Sept. 1, 1893.

RULES

GOVERNING THE INSPECTION OF GRAIN IN THE CITY OF CHICAGO, STATE OF ILLINOIS.

IN FORCE FROM AND AFTER NOVEMBER 14, 1892.

The following are the rules adopted by the Board of Railroad and Warehouse Commissioners establishing a proper number and standard of grades for the inspection of grain, as revised by them; the same to take effect on and after the 14th day of November, 1892, in lieu of all rules on the same subject heretofore existing:

RULE 1—WINTER WHEAT.

No. 1 White Winter Wheat—shall be pure White Winter Wheat, or Red and White mixed; sound, plump and well cleaned.

No. 2 White Winter Wheat—shall be White Winter Wheat, or Red and White mixed; sound and reasonably clean.

No. 3 White Winter Wheat—shall include White Winter Wheat, or Red and White mixed; not clean and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

No. 4 White Winter Wheat—shall include White Winter Wheat, damp, musty, or from any cause so badly damaged as to render it unfit for No. 3.

No. 1 Long Red Winter Wheat—shall be pure Red Winter Wheat of the long-berried varieties, sound, plump and well cleaned.

No. 2 Long Red Winter Wheat—shall be of the same varieties as No. 1, sound and reasonably clean.

Hard Winter Wheat—The grades of Nos. 1, 2 and 3 Hard Winter Wheat shall correspond in all respects with the grades of Nos. 1, 2 and 3 Red Winter Wheat, except that they shall be of the Turkish variety.

In case of mixture of Turkish Red Winter Wheat with Red Winter Wheat, it shall be graded according to the quality thereof and classed as Hard Winter Wheat.

No. 1 Red Winter Wheat—shall be pure Red Winter Wheat of both light and dark colors, of the shorter-berried varieties: sound, plump and well cleaned.

No. 2 Red Winter Wheat—shall be Red Winter Wheat of both light and dark colors, sound and reasonably clean.

No. 3 Red Winter Wheat—shall include Red Winter Wheat not clean and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

No. 4 Red Winter Wheat—shall include Red Winter Wheat, damp, musty, or from any cause so badly damaged as to render it unfit for No. 3.

In case of the mixture of Red and White Winter Wheat it shall be graded according to the quality thereof, and classed as White Winter Wheat.

No. 1 Colorado Wheat—shall be sound, plump and well cleaned.

No. 2 Colorado Wheat—shall be sound, reasonably clean and of good milling quality.

No. 3 Colorado Wheat—shall include Colorado Wheat, not clean and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

RULE 2—SPRING WHEAT.

No. 1 Northern Spring Wheat—must be northern grown Spring Wheat, sound, reasonably clean, and of good milling quality, and must contain not less than 50 per cent. of the hard varieties of Spring Wheat.

No. 1 Spring Wheat—shall be sound, plump and well cleaned.

No. 2 Spring Wheat—shall be sound, reasonably clean and of good milling quality.

No. 3 Spring Wheat—shall include all inferior, shrunken or dirty Spring Wheat, weighing not less than fifty-three pounds to the measured bushel.

No. 4 Spring Wheat—shall include Spring Wheat damp, musty, grown, badly bleached, or for any cause which renders it unfit for No. 3.

White Spring Wheat—The grades of Nos. 1, 2 and 3 White Spring Wheat shall correspond with the grades of Nos. 1, 2 and 3 Spring Wheat, except that they shall be of the white variety, or shall contain 5 per cent. or more of such White Wheat.

Black Sea and Flinty Pffe Wheat—shall in no case be inspected higher than No. 2, and Rice Wheat no higher than No. 4.

Frosted Wheat—shall in no case be graded higher than No. 4, except that the grade of No. 3 may contain as much of said Frosted Wheat as it is customary to allow of Wheat damaged in any other way.

RULE 2¹/₂—MIXED WHEAT.

The grades of Nos. 2 and 3 Mixed Wheat shall be equal in quality to the grades of Nos. 2 and 3 Red Winter Wheat, except that they shall include mixtures of Spring and Winter Wheat.

RULE 3—CORN.

No. 1 Yellow Corn—shall be yellow, sound, dry, plump and well cleaned.

No. 2 Yellow Corn—shall be three-fourths yellow, dry, reasonably clean, but not plump enough for No. 1.

No. 3 Yellow Corn—shall be three-fourths yellow, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 1 White Corn—shall be sound, dry, plump and well cleaned.

No. 2 White Corn—shall be seven-eighths white, dry, reasonably clean, but not plump enough for No. 1.

No. 3 White Corn—shall be seven-eighths white, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 1 Corn—shall be Mixed Corn, of choice quality, sound, dry and well cleaned.

No. 2 Corn—shall be Mixed Corn, dry, reasonably clean, but not good enough for No. 1.

No. 3 Corn—shall be Mixed Corn, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 4 Corn—Corn that is badly damaged, damp or very dirty shall be graded no higher than No. 4.

Corn that is wet or in heating condition shall not be graded.

RULE 4 —OATS.

No. 1 White Oats—shall be white, sound, clean and reasonably free from other grain.

No. 2 White Oats—shall be seven-eighths white, sweet, reasonably clean and reasonably free from other grain.

No. 3 White Oats—shall be seven-eighths white, but not sufficiently sound and clean for No. 2.

No. 1 White Clipped Oats—shall be white, sound, clean, reasonably free from other grain, and shall not weigh less than thirty-six pounds to the measured bushel.

No. 2 White Clipped Oats—shall be seven-eighths white, sweet, reasonably clean, reasonably free from other grain, and shall weigh not less than thirty-four pounds of the measured bushel.

No. 1 Oats—shall be Mixed Oats, sound, clean and reasonably free from other grain.

No. 2 Oats—shall be sweet, reasonably clean and reasonably free from other grain.

No. 3 Oats—shall be all Oats that are damp, unsound, dirty, or from any other cause unfit for No. 2.

RULE 5.—RYE.

No. 1 Rye—shall be sound, plump and well cleaned.

No. 2 Rye—shall be sound, reasonably clean and reasonably free from other grain.

No. 3 Rye—All Rye damp, musty, dirty, or from any cause unfit for No. 2, shall be graded as No. 3.

RULE 6.—BARLEY.

No. 1 Barley—shall be sound, plump, bright, clean, and free from other grain.

No. 2 Barley—shall be of healthy color, not sound enough and plump enough for No. 1, reasonably clean and reasonably free from other grain.

No. 3 Barley—shall include slightly shrunken and otherwise slightly damaged Barley, not good enough for No. 2.

No. 4 Barley—shall include all Barley fit for malting purposes, not good enough for No. 3.

No. 5 Barley—shall include all Barley which is badly damaged, or from any cause unfit for malting purposes, except that Barley which has been chemically treated shall not be graded at all.

Scotch Barley—The grades of Nos. 1, 2 and 3 Scotch Barley shall correspond in all respects with the grades of Nos. 1, 2 and 3 Barley, except that they shall be of the Scotch variety.

Bay Brewing Barley—The grades of Nos. 1, 2 and 3 Bay Brewing Barley shall conform in all respects to the grades of Nos. 1, 2 and 3 Barley, except that they shall be of the Bay Brewing variety grown in the Territories and on the Pacific Coast.

Chevalier Barley—The grades of Nos. 1, 2 and 3 Chevalier Barley shall conform in all respects to the grades of Nos. 1, 2 and 3 Barley, except that they shall be of the Chevalier variety grown in the Territories and on the Pacific Coast.

RULE 7.

The word "new" shall be inserted in each certificate of inspection of a newly-harvested crop of Oats until the fifteenth day of August; of Rye, until the first day of September; of Wheat, until the first day of November, and of Barley until the first day of May each year.

This change shall be construed as establishing new grades for the times specified, to conform to the existing grades of grain in all particulars, excepting the distinctions hereby established between the new and the old crop; and shall apply to grain inspected from store for two months after the times respectively above specified.

RULE 8.

All grain that is warm or that is in a heating condition, or is otherwise unfit for warehousing, shall not be graded.

RULE 9.

All inspectors shall make their reasons for grading grain, when necessary, fully known by notations on their books. The weight alone shall not determine the grade.

RULE 10.

Each inspector is required to ascertain the weight per measured bushel of each lot of wheat inspected by him, and note the same on his book.

RULE.

All grain in store in any warehouse of Class "A" at the time any amendment to the established rules of inspection (affecting such grain) may hereafter go into effect shall be inspected out (in satisfaction of warehouse receipts dated prior to that time only) in accordance with the rules as they stood prior to such amendment.

No claim or damages on account of error in the inspection of any lot of grain (except grain inspected from public warehouses in accordance with law) will be entertained or allowed by the Board of Railroad and Warehouse Commissioners, unless complaint of such inspection shall be made to the Chief Inspector before the grain in question shall be removed from the car in which it is inspected, or before it shall leave the jurisdiction of the Department.

Grain transferred from the car in which it was inspected to another must be inspected after transfer to entitle the owner to have any claim arising thereunder considered by the Board of Railroad and Warehouse Commissioners.

LIST OF
RAILROAD OFFICIALS.

ATCHISON, TOPEKA & SANTA FE RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Aldace F. Walker.....	New York
First Vice-President	C. P. Ripley	Chicago
Secretary and Treasurer	E. Wilder.....	Topeka
General Manager.....	J. J. Frey.....	.....
General Counsel.....	Victor Morawetz.....	New York
General Claim Agent	C. M. Foulks	Topeka
Auditor	J. F. H. McKibben.....	.....
General Superintendent.....	H. N. Mudge .....	.....
Chief Engineer.....	James Dunn.....	.....
General Passenger Agent	G. T. Nicholson.....	Chicago

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
A. F. Walker.....	New York	December 30, 1896.....
E. P. Ripley	Chicago .....	.....
E. F. Berwind	New York .....	.....
H. R. Duval .....	.....	.....
T. P. Fowler .....	.....	.....
E. N. Gibbs .....	.....	.....
G. G. Harn .....	.....	.....
R. S. Hayes.....	.....	.....
Victor Morawetz .....	.....	.....
B. P. Cheney.....	Boston.....	.....
C. A. Nickerson .....	.....	.....
Wm. Ratch.....	.....	.....
C. S. Gleed.....	Topeka .....	.....
C. K. Holliday .....	.....	.....
T. A. Osborn.....	.....	.....

BALTIMORE & OHIO & CHICAGO RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	John K. Cowen.....	Baltimore, Md.....
Secretary.....	Andrew Anderson.....	Chicago, Ill.....
General Attorney.....	Z. L. Bond.....	Baltimore, Md.....
Comptroller.....	H. D. Bulkley.....	".....
Auditor.....	George W. Booth.....	".....
General Manager.....	Wm. M. Green.....	".....
Chief Engineer.....	W. T. Manning.....	".....
General Superintendent.....	J. VanSmith.....	Chicago, Ill.....
Division Superintendent.....	P. C. Sneed.....	Garrett, Ind.....
Superintendent of Telegraph.....	C. Selden.....	Baltimore, Md.....
Traffic Manager.....	F. Harriott.....	".....
General Freight Agent.....	S. W. Gallehor.....	Pittsburg, Pa.....
General Passenger Agent.....	C. O. Scull.....	Baltimore, Md.....
Assistant General Passenger Agent.....	L. S. Allen.....	Chicago, Ill.....
General Baggage Agent.....	R. E. Peddicord.....	Baltimore, Md.....
Agent in Illinois for transfer of stock.....	G. A. Richardson.....	Chicago, Ill.....
Treasurer.....	W. H. Ijams.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
James Walsh.....	Chicago, Ill.....	April, 1897.....
Arthur Dixon.....	".....	".....
H. E. Wearer.....	".....	".....
John Tyrell.....	".....	".....
Orland Smyth.....	Baltimore, Md.....	1898.....
Carroll Sprigg.....	New York, N. Y.....	".....
I. G. Lombard.....	Chicago, Ill.....	1899.....
George R. Dennis.....	Frederick, Md.....	".....
John K. Cowen.....	Baltimore, Md.....	".....

BALTIMORE & OHIO SOUTHWESTERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Edward R. Bacon.....	New York City.....
First Vice President and Gen. Manager..	W. W. Peabody.....	Cincinnati, O.....
Second Vice President and Traffic Mgr...	William Duncan.....	St. Louis, Mo.....
Secretary.....	Edward Bruce.....	Cincinnati, O.....
Treasurer.....	William E. Jones.....	".....
General Counsel.....	Edward Colston.....	".....
Assistant General Counsel.....	E. W. Strong.....	".....
Auditor.....	E. S. Thomas.....	".....
Assistant to Vice Pres. and Gen. Mgr....	W. W. Peabody, Jr.....	".....
Engineer Maint. of Way.....	D. D. Carothers.....	".....
General Superintendent.....	J. G. Rawu.....	".....
Division Superintendent.....	C. H. Howard.....	Chillicothe, O.....
Division Superintendent.....	W. N. McMahon.....	Washington, Ind.....
Superintendent Telegraph.....	Horace Johnson.....	Cincinnati, O.....
General Freight Agent.....	S. T. McLaughlin.....	".....
General Passenger Agent.....	J. M. Chesbrough.....	".....
General Baggage Agent.....	W. J. Robinson.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Edward R. Bacon.....	No. 2 Wall St., New York City.....	November 22, 1895.....
William L. Bull.....	New York City.....	".....
Edgar T. Welles.....	".....	".....
Edward R. Bell.....	".....	".....
William Mertens.....	".....	".....
J. H. Davis.....	".....	".....
Henry W. Poor.....	12 Wall street.....	".....
James Sloan, Jr.....	Baltimore, Md.....	".....
W. W. Peabody.....	Cincinnati, O.....	".....
Lowe Emerson.....	".....	".....
Frederick H. Ahms.....	".....	".....
Frank W. Tracy.....	Springfield, Ill.....	".....
Augustus B. Ewing.....	St. Louis, Mo.....	".....
Alexander Shaw.....	Baltimore, Md.....	".....
Francis Pavy.....	".....	".....

BELT RAILWAY COMPANY, OF CHICAGO.

OFFICERS.

Title.	Name.	Location of Office.
President.....	B. Thomas.....	Chicago, Ill.....
Vice President.....	E. A. Bancroft.....	".....
Secretary.....	M. J. Clark.....	".....
Treasurer.....	J. E. Murphy.....	".....
General Solicitor.....	E. A. Bancroft.....	".....
Consulting Counsel.....	C. M. Osborn.....	".....
Auditor.....	M. J. Clark.....	".....
General Manager.....	B. Thomas.....	".....
Chief Engineer.....	F. C. Doran.....	".....
Master of Transportation.....	J. M. Warner.....	".....
Agent in Illinois for transfer of Stock.....	M. J. Clark.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
O. S. Lyford.....	Chicago, Ill.....	June 1, 1897.....
Joseph Ramsey, Jr.....	St. Louis, Mo.....	".....
Chas. M. Hays.....	".....	".....
A. M. Tucker.....	Cleveland, O.....	".....
W. H. McDoel.....	Chicago, Ill.....	".....

CENTRALIA & CHESTER RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	J. D. Gillett.....	New York.....
Secretary.....	S. S. Dwight.....	Centralia, Ill.....
General Counsel.....		
Auditor and General Manager.....	R. H. Rosborough.....	Sparta, Ill.....
Chief Engineer.....	H. W. Schmidt.....	".....
General Freight Agent.....	E. A. Burrill.....	".....
Agent in Illinois for transfer of stock.....	S. L. Dwight.....	Centralia, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. D. Gillett.....	New York City.....	October 12, 1897.....
J. D. Barker.....	Sparta, Ill.....	
H. W. Schmidt.....	".....	October 12, 1898.....
W. J. Rosborough.....	".....	
T. B. Needles.....	Nashville, Ill.....	October 12, 1896.....
S. S. Dwight.....	Centralia, Ill.....	".....
W. S. Bowles.....	Poughkeepsie, N. Y.....	
W. A. Ingraham.....	Bristol, Conn.....	October 12, 1898.....

CHICAGO & ALTON RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	T. B. Blackstone.....	Chicago, Ill.....
Vice President.....	Charles H. Chappell.....	".....
Secretary and Treasurer.....	C. H. Foster.....	".....
General Solicitor.....	William Brown.....	".....
Auditor.....	Chauncey Kelsey.....	".....
General Manager.....	C. H. Chappell.....	".....
General Manager's Assistant.....	J. H. Wood.....	".....
Chief Engineer.....	H. C. Draper.....	".....
General Superintendent.....	Willis E. Gray.....	Bloomington, Ill.....
General Freight Agent.....	H. H. Courtwright.....	".....
Assistant General Freight Agent.....	S. H. Fulton.....	Chicago, Ill.....
Assistant General Freight Agent.....	C. J. Chisam.....	Peoria, Ill.....
Assistant General Freight Agent.....	A. Newman.....	Kansas City, Mo.....
General Passenger Agent.....	James Charlton.....	Chicago, Ill.....
Assistant General Passenger Agent.....	George J. Charlton.....	".....
General Baggage Agent.....	C. Huntington.....	".....
Agent in Illinois for transfer of stock.....	C. H. Foster.....	".....
General Ticket Agent.....	James Charlton.....	".....
Assistant General Ticket Agent.....	George J. Charlton.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John J. Mitchell.....	St. Louis, Mo.....	1st Monday, April, 1897
W. N. Blackstone.....	Norwich, Conn.....	" " " 1897
A. C. Bartlett.....	Chicago, Ill.....	" " " 1897
T. B. Blackstone.....	".....	" " " 1898
C. H. Chappell.....	".....	" " " 1898
Morris K. Jessup.....	New York, N. Y.....	" " " 1898
James C. McMullin.....	Chicago, Ill.....	" " " 1899
John A. Stewart.....	New York, N. Y.....	" " " 1899
Albert A. Sprague.....	Chicago, Ill.....	" " " 1899

JOLIET & CHICAGO RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	T. B. Blackstone.....	Chicago, Ill.
Secretary	Charles H. Foster.....	"
Agent in Illinois for transfer of stock....	Charles H. Foster.....	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
T. B. Blackstone	Chicago, Ill.	April, 1897
J. C. McMullin.....	"	"
Marshall Field.....	"	"
Norman Williams.....	"	"
Charles H. Foster.....	"	"

CHICAGO & CALUMET TERMINAL RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	H. C. Payne	Milwaukee, Wis.
First Vice President	J. B. Williamson	New York, N. Y.
Secretary	Geo. P. Miller	Milwaukee, Wis.
Assistant Treasurer	Henry S. Hawley	Chicago, Ill.
General Attorney	K. K. Knapp .....	.....
General Auditor	J. A. Barker	New York, N. Y.
Auditor	E. Shearson	Chicago, Ill.
General Manager	S. R. Ainslie .....	.....
Chief Engineer	E. J. Pearson .....	.. ..
Superintendent	E. R. Knowlton .....	.. ..
Assistant General Freight Agent	H. S. Hawley .....	.. ..

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
E. H. McHenry	St. Paul	May, 1899
H. C. Rouse	New York, N. Y.	May, 1897
F. H. Fogarty	Chicago, Ill.	May, 1899
W. N. Wilson .....	.. ..	May, 1899
S. R. Ainslie .....	.. ..	May, 1897

CHICAGO & EASTERN ILLINOIS RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	H. H. Porter.....	Chicago, Ill.....
President.....	M. J. Carpenter.....	".....
First Vice President.....	O. S. Lyford.....	".....
Second Vice President.....	C. W. Hillard.....	".....
Secretary.....	H. A. Rubige.....	".....
Treasurer.....	C. W. Hillard.....	".....
General Counsel.....	W. H. Lyford.....	".....
General Attorney.....	W. J. Calhoun.....	".....
Assistant Treasurer.....	A. R. Flower.....	New York, N. Y.....
Assistant Secretary.....	H. J. Messing.....	Chicago, Ill.....
Auditor.....	H. A. Rubidge.....	".....
Chief Engineer.....	W. S. Dawley.....	".....
General Superintendent.....	E. B. Broughton.....	".....
Superintendent.....	F. L. Corwin.....	Danville, Ill.....
Superintendent of Telegraph.....	A. W. Townley.....	".....
General Freight Agent.....	H. E. Felton.....	Chicago, Ill.....
Assistant General Freight Agent.....	Wm. Campbell.....	".....
General Passenger Agent.....	Chas. L. Stone.....	".....
General Ticket Agent.....	Chas. L. Stone.....	".....
General Baggage Agent.....	R. Bookwalter.....	".....
Superintendent of Motive Power.....	Allan Cooke.....	Danville, Ill.....
Agent in Illinois for transfer of stock....	H. A. Rubige, Secretary.	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. H. Porter.....	Chicago, Ill.....	June, 1897.....
M. J. Carpenter.....	New York, N. Y.....	".....
A. R. Flower.....	New York, N. Y.....	".....
Henry Seibert.....	".....	".....
H. H. Stevens.....	Boston, Mass.....	June, 1898.....
Geo. H. Ball.....	".....	".....
O. S. Lyford.....	Chicago, Ill.....	".....
C. W. Hillard.....	".....	June, 1899.....
R. M. Hoe.....	New York, N. Y.....	".....
Benj. Brewster.....	".....	".....
J. G. English.....	Danville, Ill.....	".....

CHICAGO & ERIE RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	J. G. McCullough	New York, N. Y.
First Vice-President	E. B. Thomas .....	.. ..
Secretary	David Barman .....	.. ..
Treasurer	Edward White .....	.. ..
General Attorney	W. O. Johnson	Chicago, Ill.
Auditor	J. T. Wann	New York, N. Y.
Assistant Auditor	E. P. Campbell .....	.. ..
General Manager	A. M. Tucker	Cleveland, O.
Chief Engineer	C. W. Buckholz	New York, N. Y.
General Superintendent	J. C. Moorhead	Cleveland, O.
Division Superintendent	C. C. Reynolds	Huntington, Ind.
Division Superintendent	Geo. A. Coe	Chicago, Ill.
Superintendent of Transportation	A. M. Mozier	Cleveland, O.
Superintendent of Telegraph	W. J. Holmes	New York, N. Y.
Traffic Manager	G. G. Cochran .....	.. ..
Assistant General Freight Agent	C. L. Thomas	Chicago, Ill.
General Passenger Agent	D. I. Roberts	New York, N. Y.
Assistant General Passenger Agent	F. W. Buskirk	Chicago, Ill.
Acting General Baggage Agent	E. C. Ensign	New York, N. Y.
Land Commissioner	W. E. Talcott	Cleveland, O.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. G. McCullough	New York, N. Y.	One year from Nov. 13, 1894, and until a successor is chosen.
F. L. Stetson .....	.. ..
E. B. Thomas .....	.. ..
F. B. Jennings .....	.. ..
Andrew Donaldson .....	.. ..
Samuel Spencer .....	.. ..
Jas. H. Benedict .....	.. ..
Andrew Wesley Kent .....	.. ..
Marcus A. Hanna	Cleveland, O.	
John Tod .....	.. ..
Simon Perkins	Sharon, Pa.	
A. M. Tucker	Cleveland, O.	
J. Lowber Welsh	Philadelphia, Pa.	

CHICAGO & GRAND TRUNK RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Charles M. Hays.....	Montreal, Prov. Quebec.
President	Charles M. Hays.....	" "
Secretary and Assistant to President	Charles Percy.....	" "
Treasurer, including auditing and ac- counting departments	James H. Muir.....	Detroit, Mich.....
Solicitor	E. W. Meddaugh.....	" "
General Manager.....	C. M. Hays	" "
Chief Engineer.....	Joseph Hobson	" "
Superintendent.....	A. B. Atwater	" "
Assistant Superintendent.....	A. R. McIntyre.....	Battle Creek, Mich
Mechanical Superintendent.....	Herbert Roberts	Detroit, Mich.....
Traffic Manager.....	George B. Reeve.....	Chicago, Ill.....
General Freight Agent	David Brown.....	" "
General Passenger and Ticket Agent	W. E. Davis.....	" "
General Baggage Agent.....	L. E. Quick.....	Detroit, Mich.....
General Storekeeper.....	John S. Larimer.....	" "
Agent in Illinois for transfer of stock....	F. A. Howe.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Charles M. Hays.....	Montreal, Prov. Quebec.	* April 14, 1897.....
E. W. Meddaugh	Detroit, Mich.....	"
W. J. Spicer	"	"
Henry Howard	Port Huron, Mich.....	"
W. C. Beardsley.....	Auburn, N. Y.....	"
F. A. Howe.....	Chicago, Ill.....	"
D. F. Skinner.....	Valparaiso, Ind	"
George B. Reeve	Chicago, Ill.....	"

* Or when their successors are appointed.

GRAND TRUNK JUNCTION RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	C. M. Harts	Montreal, Prov. Quebec.
President	C. M. Harts	
Vice-President	F. A. Howe	Chicago, Ill.
Secretary	Chas. Percy	Montreal, Prov. Quebec.
Treasurer, including the accounts	James H. Muir	Detroit, Mich.
General Manager	C. M. Hays	Montreal, Prov. Quebec.
Agent in Illinois for transfer of stock	F. A. Howe	Chicago, Ill.
Solicitor	E. W. Meddaugh	Detroit, Mich.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. M. Harts	Montreal, Prov. Quebec.	* April 14, 1897
F. A. Howe	Chicago, Ill.	"
E. W. Meddaugh	Detroit, Mich.	"
W. J. Spicer	"	"
George B. Reeve	Chicago, Ill.	"

* Or when their successors are appointed.

CHICAGO & ILLINOIS SOUTHERN RAILROAD COMPANY

OFFICERS.

Title.	Name.	Location of Office.
President.....	John S. Hannah.....	6 Sherman st., Chicago..
First Vice-President.....	Wm. F. Carrington.....	" "
Secretary.....	Geo. M. Patch.....	" "
Treasurer.....	Geo. S. McReynolds.....	" "

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. F. Carrington.....	Chicago, Ill.....	February, 1898.....
John S. Hannah.....	".....	" 1897.....
George S. McReynolds.....	".....	" 1898.....
George M. Patch.....	".....	" 1897.....
T. C. Hannah.....	".....	" 1898.....

CHICAGO & INDIANA STATE LINE RAILWAY COMPANY.

OFFICERS.

Title.	Name,	Location of Office.
President	Nathaniel Thayer.....	Boston, Mass.....
First Vice President	John B. Sherman.....	Chicago, Ill.....
Secretary.....	J. C. Dennison.....	"
Treasurer.....	J. C. Dennison.....	"
General Solicitor	Irus Coy.....	"
Assistant Secretary and Treasurer	Walter Dinghby	"
General Superintendent.....	James H. Ashby	"
Assistant General Superintendent.....	Richard Fitzgerald	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Nathaniel Thayer	Boston, Mass.....	January, 1898.....
George T. Williams	Chicago, Ill.....	" 1898.....
James H. Ashby.....	"	" 1899.....
John B. Sherman.....	"	" 1899.....
Irus Coy	"	" 1899.....
Richard Fitzgerald.....	"	" 1899.....
J. C. Denison	"	" 1899.....

CHICAGO & NORTHWESTERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Albert Keep	Chicago, Ill.
President	Marvin Hughitt	Chicago, Ill.
First Vice President	M. L. Sykes	New York, N. Y.
Second Vice President	M. M. Kirzman	Chicago, Ill.
Third Vice President	W. H. Newman	Chicago, Ill.
Secretary	M. L. Sykes	New York, N. Y.
Treasurer	M. L. Sykes	New York, N. Y.
General Counsel	Lloyd W. Bowers	Chicago, Ill.
Auditor	J. B. Redfield	Chicago, Ill.
General Manager	J. M. Whitman	Chicago, Ill.
Chief Engineer	John E. Blunt	Chicago, Ill.
General Superintendent	Sherman Sanborn	Chicago, Ill.
Division Superintendent in Illinois	William Gardner	Chicago, Ill.
Division Superintendent in Illinois	John C. Stuart	Chicago, Ill.
Superintendent of Telegraph	George H. Thayer	Chicago, Ill.
General Freight Agent	Hiram R. McCullough	Chicago, Ill.
General Passenger Agent	Warren B. Kinskern	Chicago, Ill.
General Ticket Agent	Warren B. Kinskern	Chicago, Ill.
General Baggage Agent	Nathaniel A. Phillips	Chicago, Ill.
Land Commissioner	Charles E. Simmons	Chicago, Ill.
Assistant Secretary	J. B. Redfield	Chicago, Ill.
Agent in Illinois for transfer of stock	J. B. Redfield	Chicago, Ill.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
David P. Kimball	Boston, Mass.	June, 1897
Chauncey M. Depew	New York, N. Y.	June, 1897
Samuel F. Barger	Chicago, Ill.	June, 1897
Albert Keep	Chicago, Ill.	June, 1897
M. L. Sykes	New York, N. Y.	June, 1897
James C. Fargo	New York, N. Y.	June, 1897
James Stillman	Chicago, Ill.	June, 1898
Frederick L. Ames	Boston, Mass.	June, 1898
Zenos Crane	Dalton, Mass.	June, 1898
Marvin Hughitt	Chicago, Ill.	June, 1898
N. K. Fairbank	Chicago, Ill.	June, 1898
Byron L. Smith	Chicago, Ill.	June, 1899
Cyrus H. McCormick	Chicago, Ill.	June, 1899
F. W. Vanderbilt	New York, N. Y.	June, 1899
W. K. Vanderbilt	New York, N. Y.	June, 1899
H. McK Twombly	New York, N. Y.	June, 1899
John I. Blair	Blairtown, N. Y.	June, 1899

CHICAGO & NORTHERN PACIFIC RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Receiver	A. L. Hopkins	Chicago, Ill.
Treasurer	Henry S. Hawley	"
General Counsel	J. J. Hemek	"
General Attorney	K. K. Knapp	"
Auditor	E. Shearson	"
General Manager	S. R. Ainslie	"

CHICAGO & NORTHERN PACIFIC RAILROAD.

OPERATED BY WISCONSIN CENTRAL COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
First Vice President	Fred Abbot.....	Milwaukee, Wis.....
Secretary.....	Howard Morris.....	.....
Treasurer.....	Fred Abbot.....	..
General Solicitor.....	Howard Morris.....	..
Attorney	K. K. Knapp.....	Chicago, Ill.....
Auditor.....	E. Shearson.....	..
General Manager.....	S. R. Ainslie.....	..
Superintendent.	E. R. Knowlton.....	..
General Freight Agent.....	H. S. Hawley.....	..
General Passenger Agent.....	H. S. Hawley.....	..

CHICAGO & SOUTH SIDE RAPID TRANSIT RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Marcellus Hopkins.....	Chicago, Ill.....
Vice President.....	George L. Smith.....	".....
Secretary and Treasurer.....	John H. Glade.....	".....
General Counsel.....	William W. Gurley.....	".....
Attorney.....	Edward C. Nichols.....	".....
Auditor.....	F. E. Williams.....	".....
General Manager.....	Marcellus Hopkins.....	".....
Chief Engineer.....	Eugene F. Klepp.....	".....
Superintendent.....	James F. Morrison.....	".....
Agent in Illinois for transfer of stock....	Northern Trust Company	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Marcellus Hopkins.....	Chicago, Ill.....	January 20, 1896.....
William W. Gurley.....	".....	".....
W. R. Chauplin.....	".....	January 20, 1897.....
D. R. Lewis.....	".....	".....
George L. Smith.....	".....	".....

CHICAGO & TEXAS RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	E. A. Hitchcock.....	St. Louis, Mo.....
Vice President.....	O. L. Garrison.....	St. Louis, Mo.....
Secretary.....	J. D. Peters.....	Carbondale, Ill.....
Treasurer.....	O. L. Garrison.....	St. Louis, Mo.....
Attorney.....	W. W. Barr.....	Carbondale, Ill.....
Auditor.....	J. P. Foster.....	St. Louis, Mo.....
Superintendent.....	F. H. Batchelor.....	Murphysboro, Ill.....
General Freight Agent.....	Edward Brown.....	St. Louis, Mo.....
General Passenger Agent.....	Edward Brown.....	St. Louis, Mo.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
E. A. Hitchcock.....	St. Louis, Mo.....	October 16, 1896.....
O. L. Garrison.....	St. Louis, Mo.....	October 16, 1897.....
J. D. Peters.....	Carbondale, Ill.....	October 16, 1896.....
W. W. Barr.....	Carbondale, Ill.....	October 16, 1897.....
H. B. Bromley.....	Grand Tower, Ill.....	October 16, 1897.....

CHICAGO, BURLINGTON & NORTHERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	J. M. Forbes.....	Boston, Mass.....
President.....	George B. Harris.....	Chicago, Ill.....
Secretary.....	W. J. Ladd.....	Boston, Mass.....
Treasurer.....	J. C. Peasley.....	Chicago, Ill.....
General Attorney.....	J. W. Larey.....	LaCrosse, Wis.....
Auditor and Assistant Treasurer.....	N. B. Hinckey.....	St. Paul, Minn.....
Chief Engineer.....	S. D. Purdy.....	LaCrosse, Wis.....
General Superintendent.....	John R. Hastings.....	St. Paul, Minn.....
Assistant Superintendent.....	D. Cunningham.....	LaCrosse, Wis.....
Assistant Superintendent.....	J. C. Howard.....	Minneapolis, Minn.....
Superintendent of Telegraph.....	F. C. Beisal.....	LaCrosse, Wis.....
General Freight Agent.....	W. J. C. Kenyon.....	St. Paul, Minn.....
General Passenger Agent.....	W. J. C. Kenyon.....	St. Paul, Minn.....
General Baggage Agent.....	E. A. Sadd.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. J. Paine.....	Boston, Mass.....	2nd Wednesday, June, '97
F. W. Hunnewell.....	.. ..	.. ..
T. J. Coolidge.....	.. ..	.. ..
J. M. Forbes.....	.. ..	.. ..
C. E. Perkins.....	Burlington, Ia.....	.. ..
George B. Harris.....	Chicago, Ill.....	.. ..
J. L. Gardner.....	Boston, Mass.....	.. ..

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	J. M. Forbes.....	Boston, Mass.....
President.....	C. E. Perkins.....	Burlington, Ia.....
First Vice President.....	J. C. Peasley.....	Chicago, Ill.....
Second Vice President.....	Geo. B. Harris.....	.....
Secretary.....	T. S. Howland.....	Boston, Mass.....
Treasurer.....	J. C. Peasley.....	Chicago, Ill.....
General Solicitor.....	J. W. Blythe.....	Burlington, Ia.....
General Attorney.....	C. W. Dawes.....	Chicago, Ill.....
General Attorney.....	O. F. Price.....	Galesburg, Ill.....
Comptroller (acting).....	W. J. Ladd.....	Boston, Mass.....
General Auditor.....	C. I. Sturgis.....	Chicago, Ill.....
General Manager.....	W. C. Brown.....	.....
Chief Engineer.....	E. J. Blake.....	.....
General Superintendent.....	J. D. Besler.....	.....
Superintendent Illinois Lines.....	F. C. Rice.....	.....
Division Superintendent.....	H. D. Judson.....	Galesburg, Ill.....
Division Superintendent.....	W. B. Throop.....	Aurora, Ill.....
Division Superintendent.....	W. G. Besler.....	Galesburg, Ill.....
Supt. Freight Terminals, Chicago.....	F. A. Delano.....	Beardstown, Ill.....
Superintendent of Telegraph.....	W. W. Ryder.....	Chicago, Ill.....
General Freight Agent.....	Thos. Miller.....	.....
Assistant General Freight Agent.....	W. B. Hamblin.....	.....
Assistant General Freight Agent.....	E. R. Puffer.....	.....
General Passenger and Ticket Agent.....	P. S. East.....	.....
Asst. Gen. Passenger and Ticket Agent.....	L. Wakely.....	.....
General Baggage Agent.....	E. A. Sadd.....	.....
Land Commissioner.....	W. W. Baldwin.....	Burlington, Ia.....
Agent in Illinois for transfer of stock.....	H. W. Weiss.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. M. Forbes.....	Boston, Mass.....	May 12, 1897.....
C. J. Paine.....	.....	.....
J. L. Gardner.....	.....	.....
F. W. Hunnewell.....	.....	.....
Wm. Endicott, Jr.....	.....	.....
Richard Olney.....	.....	.....
T. J. Coolidge.....	Manchester, Mass.....	.....
E. W. Hooper.....	Cambridge, Mass.....	.....
J. N. A. Griswold.....	New York, N. Y.....	.....
James H. Smith.....	.....	.....
Charles E. Perkins.....	Burlington, Ia.....	.....

CHICAGO & IOWA RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	F. H. Head.....	Chicago, Ill.....
First Vice President.....	J. C. Peasley.....	".....
Second Vice President.....	George B. Harris.....	".....
Secretary.....	L. O. Goddard.....	".....
Treasurer.....	J. C. Peasley.....	".....
Agent in Illinois for transfer of stock.....	L. O. Goddard.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
F. H. Head.....	Chicago, Ill.....	March 3, 1897.....
C. M. Higginson.....	".....	".....
J. C. Peasley.....	".....	".....
C. I. Sturgis.....	".....	".....
L. O. Goddard.....	".....	".....
H. W. Weiss.....	".....	".....
Geo. B. Harris.....	".....	".....

GALESBURG & RIO RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	L. O. Goddard.....	Chicago, Ill.....
Secretary.....	H. W. Weiss.....	".....
Agent in Illinois for transfer of stock....	H. W. Weiss.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. B. Colton.....	Galesburg, Ill.....	April, 1898.....
L. O. Goddard.....	Chicago, Ill.....	" 1898.....
C. I. Sturgis.....	".....	" 1898.....
D. R. Francis.....	St. Louis, Mo.....	" 1897.....
F. S. Bagge.....	Chicago, Ill.....	" 1897.....

ILLINOIS VALLEY & NORTHERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Geo. B. Harris.....	Chicago, Ill.....
Vice President.....	J. C. Osgood.....	New York, N. Y.....
Secretary.....	H. W. Weiss.....	Chicago, Ill.....
Treasurer.....	H. W. Weiss.....	".....
Agent in Illinois for transfer of stock....	H. W. Weiss.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
George B. Harris.....	Chicago, Ill.....	June 29, 1897.....
C. I. Sturgis.....	".....	".....
L. O. Goddard.....	".....	".....
H. W. Weiss.....	".....	".....
J. C. Osgood.....	New York, N. Y.....	".....

QUINCY, ALTON & ST. LOUIS RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	L. O. Goddard.....	Chicago, Ill.....
Secretary.....	H. W. Weiss.....	".....
Treasurer.....	H. W. Weiss.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. E. Perkins	Burlington, Ia.....	April 2, 1897.....
C. I. Sturgis.....	Chicago, Ill.....	".....
E. S. Bagg.....	".....	".....
W. C. Brown.....	".....	".....
L. O. Goddard.....	".....	".....
W. J. Fabian.....	".....	".....
H. W. Weiss.....	".....	".....
T. S. Howland.....	Boston, Mass.....	".....
I. C. Peasley.....	Chicago, Ill.....	".....

ST. LOUIS, ROCK ISLAND & CHICAGO RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	J. N. A. Griswold.....	New York, N. Y.....
Vice President.....	L. O. Goddard.....	Chicago, Ill.....
Secretary.....	H. W. Weiss.....	"
Treasurer.....	H. W. Weiss.....	"
Agent in Illinois for transfer of stock.....	H. W. Weiss.....	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. J. Sturgis	Chicago, Ill.....	April, 1897.....
L. O. Goddard.....	"	" 1897.....
J. N. A. Griswold.....	New York, N. Y.....	" 1898.....
J. C. Peasley.....	Chicago, Ill.....	" 1898.....
C. E. Perkins.....	Burlington, Ia.....	" 1896.....
H. W. Weiss.....	Chicago, Ill.....	" 1896.....
C. W. Dawes.....	"	" 1896.....

CHICAGO GREAT WESTERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of Board	S. C. Stickney.....	St. Paul, Minn.....
President	A. B. Stickney.....	.. ..
Vice President	Ar old Kalman .....	.. ..
Secretary	R. C. Wright.....	.. ..
Treasurer.....	C. O. Kolman.....	.. ..
General Attorney.....	Daniel W. Lawler.....	.. ..
Auditor and Vice President	W. B. Bond.....	.. ..
General Manager.....	S. C. Stickney.....	.. ..
Chief Engineer.....	H. Fernstrom.....	.. ..
General Superintendent.....	C. Shields.....	.. ..
Assistant General Superintendent.....	J. Burlingett.....	Oelwein, Ia.....
Division Superintendent	J. A. Kelley.....	Chicago, Ill.....
Division Superintendent	B. F. Egan.....	Dubuque, Ia.....
Superintendent of Telegraph.....	J. C. Ford.....	St. Paul, Minn.....
General Freight Agent.....	P. C. Stohr.....	Chicago, Ill.....
Assistant General Freight Agent.....	F. H. Tibbitts.....	.. ..
General Passenger Agent.....	F. H. Lord.....	.. ..
Assistant General Passenger Agent.....	D. W. Cooke.....	.. ..
General Ticket Agent.....	F. H. Lord.....	.. ..
Assistant General Ticket Agent	D. W. Cooke.....	.. ..
General Baggage Agent.....	John Colley.....	.. ..

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. A. Gardner.....	Chicago, Ill.....	September 1, 1896.....
H. E. Fletcher.....	Minneapolis, Minn.....	.. .. 1896.....
A. Oppenheim.....	St. Paul, Minn.....	.. .. 1896.....
S. C. Stickney.....	.. ..	.. .. 1897.....
C. W. Benson.....	.. ..	.. .. 1897.....
J. W. Lusk.....	.. ..	.. .. 1897.....
Wm. Dawson.....	.. ..	.. .. 1898.....
A. Kalman.....	.. ..	.. .. 1898.....
A. B. Stickney.....	.. ..	.. .. 1898.....

CHICAGO, LAKE SHORE & EASTERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	W. G. Brimson.....	Chicago, Ill.....
Secretary	J. S. Keefe.....	"
Treasurer	W. G. Brimson.....	"
General Counsel.....	E. P. Prentice.....	"
Auditor.....	A. J. Castater.....	"
General Manager.....	W. G. Brimson.....	"
Chief Engineer.....	C. E. Dearborn.....	"
General Superintendent.....	M. M. Richey.....	"
General Freight Agent	J. S. Keefe	"
Assistant General Freight Agent.....	S. A. Hausgen.....	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration Term.
W. G. Brimson	Chicago, Ill.....	April, 1897
J. S. Keefe.....	"	"
E. P. Prentice.....	"	"
John Lambert	"	"
C. P. Coffin.....	"	"
Wm. Lorrimer.....	"	"
R. W. Hunt.....	"	"

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Roswell Miller	Chicago, Ill.
First Vice President	Frank S. Bond	New York, N. Y.
Second Vice President	A. T. Earling	Chicago, Ill.
Secretary	P. M. Myers	Milwaukee, Wis.
Treasurer	F. G. Ranney	Chicago, Ill.
Assistant Treasurer	John McNabb	"
General Solicitor	Burton Hanson	"
Comptroller	E. Q. Sewall	"
General Auditor	W. N. D. Winne	"
Assistant General Auditor	R. S. Dousman	"
General Manager	A. T. Earling	"
Chief Engineer	D. J. Whittimore	"
General Superintendent	W. G. Collins	"
Superintendent of Telegraph	U. J. Fry	Milwaukee, Wis.
Freight Traffic Manager	A. C. Bird	Chicago, Ill.
General Freight Agent	J. H. Hiland	"
Asst. Gen. Freight Agents—5 in number	"	"
General Passenger Agent	G. H. Heafford	Chicago, Ill.
Asst. Gen. Passenger and Ticket Agent	P. H. Marsh	"
General Ticket	G. H. Heafford	"
General Baggage Agent	W. D. Carrick	Milwaukee, Wis.
Land Commissioner	H. G. Hangan	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Philip D. Armour	Chicago, Ill.	September, 1896
August Belmont	New York, N. Y.	"
Frank S. Bond	"	"
Charles D. Dickey, Jr.	"	"
Peter Geddes	"	"
Frederick Layton	Milwaukee, Wis.	"
Joseph Milbank	New York, N. Y.	"
Roswell Miller	Chicago, Ill.	"
J. M. McKinlay	New York, N. Y.	"
Wm. Rockefeller	"	"
Samuel Spencer	"	"
A. VanSantroord	"	"
Charles H. Coster	"	"

CHICAGO, PADUCAH & MEMPHIS RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	William L. Huse.....	St. Louis, Mo.....
President.....	J. H. Atterbury.....	Litchfield, Ill.....
Secretary.....	John J. McLean.....	East St. Louis, Ill.....
Treasurer.....	J. H. Atterbury.....	Litchfield, Ill.....
General Solicitor.....	E. C. Porterfield.....	St. Elmo, Ill.....
Auditor.....	E. F. Johnston.....	Marion, Ill.....
General Manager.....	F. P. Read.....	St. Elmo, Ill.....
Chief Engineer.....	C. Hallagan.....	St. Elmo, Ill.....
Traffic Manager.....	C. B. McCall.....	.. ..
General Freight and Passenger Agent.....	W. A. Anderson.....	.. ..
Assistant General Freight Agent.....		

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Rodey Kelley.....	St. Elmo, Ill.....	Until Successor Elected.
J. H. Atterbury.....	Litchfield, Ill.....	.. ..
A. G. Brown.....	St. Elmo, Ill.....	.. ..
John W. Griswold.....	East St. Louis, Ill.....	.. ..
John J. McLean.....	.. ..	.. ..
William L. Huse.....	St. Louis, Mo.....	.. ..
Joseph Dickson.....	.. ..	.. ..

CHICAGO, PEORIA & ST. LOUIS RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Receiver and General Manager.....	C. H. Bosworth.....	Springfield, Ill.....
Treasurer.....	C. D. Moyer.....	".....
General Solicitor.....	Bluford Wilson.....	".....
Chief Engineer.....	C. Landon.....	".....
Supt. and Supt. of Telegraph.....	H. S. Rearden.....	".....
General Freight Agent.....	W. M. Bushnell.....	St. Louis, Mo.....
General Passenger Agent.....	W. J. McLean.....	Springfield, Ill.....
Auditor.....	W. D. Tucker.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. F. Baldwin.....	Springfield, Ill.....	May 12, 1897.....
Bluford Wilson.....	".....	".....
P. B. Warren.....	".....	".....
Marcus Hook.....	Jacksonville, Ill.....	".....
I. L. Morrison.....	".....	".....

LITCHFIELD, CARROLLTON & WESTERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Receiver.....	C. H. Bosworth.....	Springfield, Ill.....
Treasurer.....	T. D. Hinchcliffe.....	.. ..
General Solicitor.....	Bluford Wilson.....	.. ..
Auditor.....	T. D. Hinchcliffe.....	.. ..
General Manager.....	Henry P. Carroll.....	Carlinville, Ill.....
Assistant General Manager.....	E. W. Clifford.....	.. ..
Chief Engineer.....	H. T. Baldwin.....	Springfield, Ill.....
General Freight Agent.....	W. M. Bushnell.....	St. Louis, Mo.....
General Passenger Agent.....	W. W. Kent.....	Springfield, Ill.....

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	R. R. Cable.....	Chicago, Ill.....
First Vice President.....	Benj. Brewster.....	New York City.....
Second Vice President.....	W. G. Purdy.....	Chicago, Ill.....
Third Vice President.....	W. H. Truesdale.....	.. ..
Secretary.....	W. G. Purdy.....	.. ..
Treasurer.....	.. ..	.. ..
Assistant to President.....	H. A. Parker.....	.. ..
General Attorney.....	Robert Mather.....	.. ..
.. ..	M. A. Low.....	Topeka, Kan.....
Auditor.....	S. C. Matthews.....	Chicago, Ill.....
Assistant Auditor.....	H. F. Morris.....	Topeka, Kan.....
General Manager.....	W. H. Truesdale.....	Chicago, Ill.....
Assistant General Manager.....	W. I. Allen.....	.. ..
General Superintendent.....	A. J. Hitt.....	Topeka, Kan.....
Assistant General Superintendent.....	W. H. Stillwell.....	Chicago, Ill.....
Division Superintendent.....	C. H. Hubbell.....	.. ..
.. ..	C. L. Nichols.....	Blue Island, Ill.....
.. ..	C. W. Jones.....	Des Moines, Ia.....
.. ..	C. N. Gilmore.....	.. ..
.. ..	H. A. White.....	Trenton, Mo.....
.. ..	W. J. Lawrence.....	Horton, Kan.....
.. ..	R. B. Agnew.....	Colorado Springs, Col.....
.. ..	W. H. Hobbs.....	Herington, Kan.....
.. ..	S. B. Hovey.....	Ft. Worth, Tex.....
General Freight Agent.....	J. M. Johnson.....	Chicago, Ill.....
.. ..	D. Atwood.....	Topeka, Kan.....
General Ticket and Passenger Agent.....	John Sebastian.....	Chicago, Ill.....
Assistant General Passenger Agent.....	George L. Rhodes.....	.. ..
Assistant Gen'l Ticket and Pass. Agent.....	S. F. Boyd.....	.. ..
.. ..	T. J. Anderson.....	Topeka, Kan.....
General Baggage Agent.....	J. D. Marston.....	Chicago, Ill.....
Traffic Manager.....	W. M. Sage.....	.. ..
Superintendent of Telegraph.....	A. R. Swift.....	.. ..
Land Commissioner.....	J. L. Drew.....	Dayenport, Ia.....
Agent in Illinois for Transfer of Stock.....	W. G. Purdy.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
R. P. Flower.....	New York City.....	June, 1898.....
Benj. Brewster.....	.. ..	.. ..
H. R. Bishop.....	.. ..	1897.....
Henry M. Flagler.....	.. ..	1898.....
Alexander E. Orr.....	.. ..	1897.....
David Downs, Jr.....	.. ..	1899.....
Alexander T. Van Nest.....	.. ..	1897.....
H. H. Porter.....	Chicago, Ill.....	1899.....
Marshal Field.....	.. ..	.. ..
John DeKoven.....	.. ..	.. ..
W. G. Purdy.....	.. ..	1897.....
R. R. Cable.....	Rock Island, Ill.....	.. ..
George G. Wright.....	Des Moines, Ia.....	1898.....

PEORIA & BUREAU VALLEY RAILROAD.

OFFICERS.

Title.	Name.	Location of Office.
President	George T. Boggs.....	New York, N. Y.....
Secretary	John F. Phillips	Chicago, Ill.....
Treasurer.....	William A. Nash.....	New York, N. Y.....
Agent in Illinois for transfer of stock.....	John F. Phillips	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term
David Downs, Jr	New York, N. Y.....	June 4, 1897.....
George T. Boggs	"	"
Thomas A. McIntyre.....	"	"
William A. Nash	"	"
James R. Cowing	"	"
Richard M. Hoe	"	"
John F. Phillips.....	Chicago, Ill.....	"

CHICAGO UNION TRANSFER COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	H. H. Porter	Chicago, Ill.
Secretary	Parke E. Simmons	"
Treasurer	Andrew Crawford	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Samuel W. Allerton	Chicago, Ill.	October, 1896.
Andrew Crawford	"	"
J. T. Harrahan	"	"
James McCrea	Pittsburgh, Pa.	"
Edward J. Martyn	Chicago, Ill.	"
Roswell Miller	"	"
H. H. Porter	"	"
A. F. Walker	"	"
A. A. Sprague	"	"
A. B. Stickney	St. Paul, Minn.	"
W. H. Truesdale	Chicago, Ill.	"

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Cornelius Vanderbilt.....	New York, N. Y.....
President	M. E. Ingalls.....	Cincinnati, O.....
First Vice President	J. D. Layng.....	New York, N. Y.....
Second Vice President.....	O. G. Murray.....	Cincinnati, O.....
Secretary	E. F. Osborn.....	.....
Treasurer.....	C. F. Cox.....	New York, N. Y.....
General Counsel	J. T. Dye.....	Cincinnati, O.....
Auditor	P. A. Hewett.....	.....
Assistant General Manager.....	C. E. Schaff.....	.....
Chief Engineer	G. W. Kittredge.....	.....
General Superintendent.....	J. Q. VanWinkle.....	Indianapolis, Ind.....
Division Superintendent.....	G. W. Bender.....	.....
Division Superintendent.....	T. J. Higgins.....	Cleveland, O.....
Division Superintendent.....	Wm. Gibson.....	Cincinnati, O.....
Division Superintendent.....	E. M. Neal.....	Mattoon, Ill.....
Superintendent of Telegraph.....	G. S. Rhoads.....	Indianapolis, Ind.....
Superintendent of Motive Power.....	Wm. Garstang.....	Cincinnati, O.....
Traffic Manager.....	O. G. Murray.....	.....
Assistant Traffic Manager.....	O. G. Murray.....	.....
General Freight Agent.....	E. F. Cost.....	.....
Assistant General Freight Agent.....	L. L. Hyde.....	.....
General Passenger and Ticket Agent.....	D. B. Martin.....	.....
General Baggage Agent.....	D. M. Calkins.....	Cleveland, O.....
Purchasing Agent.....	G. W. Simson.....	Cincinnati, O.....
Division Superintendent.....	S. T. Blizzard.....	Wabash, Ind.....
Division Superintendent.....	B. F. Sepp.....	Connersville, Ind.....
Division Superintendent.....	W. G. Bayley.....	Mt. Carmel, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Cornelius Vanderbilt	New York, N. Y.....	October, 1897.....
W. K. Vanderbilt.....	.....	.....
C. M. D. pew.....	.....	.....
H. McK. Twombly.....	.....	1896.....
George Bliss.....	.....	.....
J. P. Morgan.....	.....	1897.....
J. D. Laving.....	.....	1896.....
Amos Townsend.....	.....	.....
Jas. Barnett.....	Cleveland, O.....	1898.....
J. T. Dye.....	Cincinnati, O.....	1896.....
Alex. Donald.....	.....	1898.....
W. P. Anderson.....	.....	.....
M. E. Ingalls.....	.....	1897.....
George A. Farlow.....	Boston, Mass.....	1898.....

KANKAKEE & SENECA RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	T. P. Bonfield.....	Kankakee, Ill.....
Secretary.....	J. C. Davis.....	Cincinnati, O.....
Treasurer.....	F. D. Comstock.....	".....
Auditor.....	P. A. Hewitt.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
M. E. Ingalls.....	Cincinnati, O.....	October, 1896.....
E. F. Osborn.....	".....	October, 1897.....
T. P. Bonfield.....	Kankakee, Ill.....	".....
R. R. Cable.....	Chicago, Ill.....	October, 1898.....
W. G. Purdy.....	".....	".....

PEORIA & EASTERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	M. E. Ingalls.....	Cincinnati, O.....
First Vice President.....	J. D. Layne.....	".....
Secretary.....	J. C. Davis.....	".....
Auditor.....	P. A. Hewitt.....	".....
General Manager.....	J. A. Barnard.....	Indianapolis, Ind.....
Division Superintendent.....	J. W. Riley.....	".....
General Freight Agent.....	Ford Woods.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Location of Term.
M. E. Ingalls.....	Cincinnati, O.....	February, 1897.....
John A. Glover.....	Urbana, Ill.....	".....
J. C. Tucker.....	Chicago, Ill.....	".....
E. F. Osborn.....	Cincinnati, O.....	".....
E. P. Bonfield.....	Kankakee, Ill.....	".....

DE PUE, LADD & EASTERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Albert L. Sweet.....	Chicago, Ill.....
First Vice President.....	W. S. Cherry.....	.. ..
Secretary.....	Thos. A. Lemmon.....	.. ..
Treasurer.....	Thos. A. Lemmon.....	.. ..

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Albert L. Sweet.....	Chicago, Ill.....	June 30, 1897.....
George S. House.....	Joliet, Ill.....	.. ..
Thomas A. Lemmon.....	Chicago, Ill.....	.. ..
W. S. Cherry.....	Streator, Ill.....	.. ..
T. B. Corey.....	.....	.....

EAST ST. LOUIS CONNECTING RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	John Scullin.....	St. Louis, Mo.....
First Vice President.....	A. C. Church.....	.. ..
Secretary	E. C. Newkirk.....	.. ..
Treasurer	Henry L. Clark.....	.. ..
Auditor.....	A. T. W. Prickett.....	.. ..
General Manager.....	George L. Sands.....	.. ..
General Freight Agent.....	John J. Baulch.....	.. ..
General Attorney.....	C. W. Thomas.....	Belleville, Ill.....
Chief Engineer.....	S. W. Lee.....	St. Louis, Mo.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John Scullin.....	St. Louis, Mo.....	November, 1896.....
A. C. Church.....	.. ..	.. ..
John W. Turner.....	.. ..	.. ..
S. W. Lee.....	.. ..	.. ..
Henry Sackman.....	East St. Louis, Ill.....	.. ..
E. C. Newkirk.....	.. ..	.. ..
Charles W. Thomas.....	Belleville, Ill.....	.. ..

ELGIN, JOLIET & EASTERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Samuel Spencer.....	New York, N. Y.....
Vice President.....	Norman Williams.....	Chicago, Ill.....
Secretary.....	F. D. Raymond.....	".....
General Solicitor.....	A. D. Wheeler.....	".....
Auditor.....	F. W. Sutton.....	".....
General Manager.....	C. H. Ackert.....	".....
Engineer.....	G. A. Pruden.....	Joliet, Ill.....
Superintendent.....	C. S. McManus.....	".....
Traffic Manager.....	A. F. Banks.....	Chicago, Ill.....
Agent in Illinois for transfer of stock.....	F. D. Raymond.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Samuel Spencer.....	New York, N. Y.....	3d Tuesday in Sept., 1897
Norman Williams.....	Chicago, Ill.....	" " 1897
A. J. Forbes Leith.....	New York, N. Y.....	" " 1896
C. H. Ackert.....	Chicago, Ill.....	" " 1896
R. J. Cross.....	New York, N. Y.....	" " 1896
C. N. Coster.....	".....	" " 1898
A. J. Caton.....	Chicago, Ill.....	" " 1897
A. D. Wheeler.....	".....	" " 1898
F. D. Ackert.....	".....	" " 1898
F. W. Sutton.....	".....	" " 1896
G. W. Maslier.....	New York, N. Y.....	" " 1897

FULTON COUNTY NARROW GAUGE RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	S. H. Mallory.....	Lewistown, Ill.....
First Vice President and Secretary.....	D. J. Thayer.....	Chariton, Iowa.....
Treasurer.....	F. R. Crocker.....	".....
Auditor, Acting.....	J. A. Westblade.....	Lewistown, Ill.....
General Manager.....	S. H. Mallory.....	".....
Superintendent.....	A. C. Atherton.....	".....
General Freight Agent.....	A. C. Atherton.....	".....
General Passenger Agent.....	A. C. Atherton.....	".....
General Ticket Agent.....	A. C. Atherton.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Henry Phelps.....	Lewistown, Ill.....	1897.....
Allen Mallory.....	Creston, Iowa.....	".....
Jo. D. Temple.....	Lewistown, Ill.....	".....
Moses Turner.....	".....	1898.....
S. H. Mallory.....	Chariton, Iowa.....	".....
Jos. Braden.....	".....	".....
E. A. Temple.....	Des Moines, Iowa.....	1899.....
J. A. Gray.....	Lewistown, Ill.....	".....
A. C. Atherton.....	".....	".....
L. C. Worley.....	".....	1897.....
D. J. Thayer.....	Chariton, Iowa.....	".....
T. M. Stuart.....	".....	".....

ILLINOIS CENTRAL RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	Chicago, Ill.....
Assistant to President.....	John Dunn.....	".....
Vice President.....	J. C. Welling.....	".....
Second Vice President.....	J. T. Harahan.....	".....
Assistant Second Vice President.....	C. A. Beck.....	".....
Secretary.....	A. G. Hackstaff.....	New York, N. Y.....
Treasurer.....	E. T. H. Gibson.....	".....
General Counsel.....	B. F. Ayer.....	Chicago, Ill.....
General Solicitor.....	James Fentress.....	".....
Auditor Freight Receipts.....	F. Fairman.....	".....
Auditor Passenger Receipts.....	A. D. Joslin.....	".....
Auditor Disbursements.....	Isaac Anderson.....	".....
Local Treasurer.....	J. F. Titus.....	".....
Chief Engineer.....	J. F. Wallace.....	".....
General Superintendent.....	A. W. Sullivan.....	".....
Assistant General Superintendent.....	J. G. Hartigan.....	".....
Assistant General Superintendent.....	M. Gilles.....	Memphis, Tenn.....
Superintendent.....	H. Baker.....	Centralia, Ill.....
Superintendent.....	H. McCourt.....	Amboy, Ill.....
Superintendent.....	D. S. Bailey.....	Clinton, Ill.....
Superintendent.....	F. B. Harriman.....	Freeport, Ill.....
Superintendent.....	A. O. M. King.....	Dubuque, Iowa.....
Superintendent.....	C. K. Dixon.....	Cherokee, Iowa.....
Superintendent.....	N. D. Wiggins.....	Jackson, Tenn.....
Superintendent.....	O. M. Dunn.....	New Orleans, La.....
Superintendent.....	J. B. Keap.....	Memphis, Tenn.....
Superintendent of Telegraph.....	G. M. Dugan.....	Chicago, Ill.....
Traffic Manager.....	T. J. Hudson.....	".....
Assistant Traffic Manager.....	M. C. Markham.....	".....
General Freight Agent.....	W. E. Keepers.....	".....
General Passenger Agent.....	A. H. Hanson.....	".....
General Baggage Agent.....	H. A. Winter.....	".....
Superintendent of Machinery.....	Wm. Renshaw.....	".....
Superintendent of Transportation.....	J. M. Daly.....	".....
Land Commissioner.....	E. P. Skene.....	".....
Agent in Illinois for transfer of stock.....	John Dunn (Ass't Sec.).....	".....
Local Treasurer in New Orleans.....	R. S. Charles.....	New Orleans, La.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
His Excellency, John P. Altgeld, Governor of Illinois, ex-officio.....	Springfield, Ill.....	January, 1897.....
B. F. Ayer.....	Chicago, Ill.....	October, 1897.....
Walther Luttgen.....	New York, N. Y.....	".....
John W. Auchincloss.....	".....	".....
Oliver Harriman.....	".....	1898.....
John W. Doane.....	Chicago, Ill.....	".....
Chas. M. Beach.....	Hartford, Conn.....	".....
Stuyvesant Fish.....	Chicago, Ill.....	1899.....
Edward H. Harriman.....	New York, N. Y.....	".....
John Jacob Astor.....	".....	".....
S. Van Rensselaer Cruger.....	".....	1896.....
Chas. A. Peabody, Jr.....	".....	".....
John C. Welling.....	Chicago, Ill.....	".....

BLUE ISLAND RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Stuyvesant Fish	Chicago, Ill.
Vice President	J. C. Welling	"
Second Vice-President	J. T. Harahan	"
Secretary	W. G. Bruen	"
Treasurer	E. H. Gibson	New York, N. Y.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Stuyvesant	Chicago, Ill.	October, 1897.
J. C. Welling	"	" 1896.
B. F. Ayer	"	" 1896.
J. T. Harahan	"	" 1897.
John Dunn	"	" 1897.

CHICAGO, HAVANA & WESTERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Stuyvesant Fish.....	Chicago, Ill.....
Vice President	J. C. Welling.....	"
Second Vice President.....	J. T. Harahan.....	"
Secretary	W. Bruen.....	"
Treasurer.....	E. T. H. Gibson.....	New York, N. Y.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer.....	Chicago, Ill.....	October, 1897.....
J. C. Welling.....	"	"
Stuyvesant Fish.....	"	" 1896.....
J. T. Harahan.....	"	"
Jno. Dunn.....	"	"

CHICAGO, MADISON & NORTHERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	Chicago, Ill.....
Vice President.....	J. C. Welling.....	".....
Second Vice President.....	J. T. Harahan.....	".....
Secretary.....	W. G. Bruen.....	".....
Treasurer.....	E. T. H. Gibson.....	New York, N. Y.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. C. Welling.....	Chicago, Ill.....	October, 1897.....
J. T. Harahan.....	".....	" 1896.....
Stuyvesant Fish.....	".....	"
B. F. Ayer.....	".....	"
Jno. Dunn.....	".....	"

CHICAGO & STRINGFIELD RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	Chicago, Ill.....
Vice President.....	J. C. Welling.....	.. ..
Second Vice President.....	J. T. Harahan.....	.. ..
Secretary.....	W. G. Bruen.....	.. ..
Treasurer.....	E. T. H. Gibson.....	New York, N. Y.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer.....	Chicago, Ill.....	October, 1897.....
E. T. H. Gibson.....	New York, N. Y.....	.. ..
J. T. Harahan.....	Chicago, Ill.....	.. ..
Stuyvesant Fish.....	.. ..	.. 1896.....
J. C. Welling.....	.. ..	.. ..

KANKAKEE & SOUTHWESTERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	Chicago, Ill.....
Vice-President.....	J. C. Welling.....	".....
Second Vice-President.....	J. T. Harahan.....	".....
Secretary.....	W. G. Bruen.....	".....
Treasurer.....	E. T. H. Gibson.....	New York, N. Y.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Stuyvesant Fish.....	Chicago, Ill.....	October, 1897.....
B. F. Ayer.....	".....	".....
J. C. Welling.....	".....	October, 1896.....
J. T. Harahan.....	".....	".....
John Dunn.....	".....	".....

RANTOUL RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Stuyvesant Fish	Chicago, Ill.
Vice-President	J. C. Welling	"
Second Vice-President	J. T. Harahan	"
Secretary	W. G. Bruen	"
Treasurer	E. T. H. Gibson	New York, N. Y.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer	Chicago, Ill.	October, 1897
J. C. Welling	"	"
Stuyvesant Fish	"	October, 1896
J. T. Harahan	"	"
John Dunn	"	October, 1897

SOUTH CHICAGO RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Stuyvesant Fish	Chicago, Ill.
Vice-President	J. C. Welling	"
Second Vice-President	J. T. Harahan	"
Secretary	W. G. Bruen	"
Treasurer	E. T. H. Gibson	New York, N. Y.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer	Chicago, Ill.	October, 1897
John Dunn	"	"
Stuyvesant Fish	"	October, 1896
J. C. Welling	"	"
J. T. Harahan	"	"

INDIANA, DECATUR & WESTERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	M. D. Woodford	Cincinnati, O
Vice-President	H. F. Shoemaker	"
Secretary	Geo. R. Balch	"
Treasurer	F. H. Short	"
Auditor	G. Wislawn	"
General Manager	R. B. F. Pierce	Indianapolis, Ind
Superintendent	Geo. H. Graves	"
Cashier	Chas. B. McVay	"
General Freight and Passenger Agent ...	John S. Lazerus	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. S. Green	Springfield	October 13, 1897
W. M. Baldwin	Chicago, Ill.	"
J. S. Leahy	"	"
M. D. Woodford	Cincinnati, O	"
Theo. W. Morris	"	October 13, 1898
W. A. Reed	New York	October 12, 1898
K. Harwood	Decatur, Ill	"
W. C. Outten	"	"
H. F. Shoemaker	"	"

INDIANA, ILLINOIS & IOWA RAILROAD COMPANY.

OFFICERS.

Title.	Name,	Location of Office.
President.....	F. M. Drake.....	Centerville, Ia.....
Vice President.....	George H. Holt.....	New York, N. Y.....
Secretary and Treasurer.....	John A. Drake.....	Chicago, Ill.....
Assistant Treasurer.....	R. Ahrens.....	.....
Assistant Secretary.....	Charles Martin.....	New York, N. Y.....
General Solicitor.....	H. K. Wheeler.....	Kankakee, Ill.....
Auditor.....	M. J. Edgeworth.....	.....
General Manager.....	T. P. Shonts.....	Chicago, Ill.....
Engineer Maint. of Way.....	Daniel Nowlan.....	Kankakee, Ill.....
Superintendent.....	F. C. Raif.....	South Bend, Ind.....
General Freight and Passenger Agent....	S. S. Whitehead.....	Kankakee, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
F. M. Drake.....	Centerville, Ia.....	3d Wednesday, Jan., 1897.
T. P. Shonts.....	Chicago, Ill.....	.. ..
John A. Drake.....	.. ..	.. ..
S. S. Whitehead.....	.. ..	.. ..
George H. Holt.....	New York, N. Y.....	.. ..
H. M. Curtis.....	.. ..	.. ..
F. L. Lockwood.....	.. ..	.. ..

IOWA CENTRAL RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Russell Sage.....	New York, N. Y.....
President	Russell Sage.....	"
First Vice President	E. E. Chase.....	"
Secretary and Treasurer.....	George R. Morse.....	"
Local Treasurer.....	T. J. Fletcher.....	Marshalltown, Ia.....
General Solicitor.....	A. C. Daly.....	"
General Auditor.....	T. J. Wasson.....	"
General Manager.....	Col. L. M. Martin.....	"
Superintendent.....	C. M. Huntington.....	"
Assistant Superintendent.....	W. H. Voorheis.....	"
Superintendent of Telegraph	B. F. Fallis.....	"
General Freight Agent.....	E. C. Palmer, Jr.....	"
Assistant General Freight Agent.....	J. S. Talbott.....	Peoria, Ill.....
General Passenger Agent	T. P. Barry.....	Marshalltown, Ia.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Russell Sage.....	New York, N. Y.....	September 1, 1896
R. E. Chase.....	"	"
G. E. Taintor.....	"	"
W. E. Strong.....	"	"
H. J. Morse.....	"	"
E. H. Perkins, Jr.....	"	"
R. J. Kimball.....	"	"
E. C. M. Rand.....	"	"
Col. L. M. Martin.....	Marshalltown, Ia.....	"

JACKSONVILLE, LOUISVILLE & ST. LOUIS RAILWAY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Robt. Kennedy.....	Philadelphia, Pa.....
Receiver.....	Samuel P. Wheeler.....	Springfield, Ill.....
General Counsel.....		
Auditor.....	Geo. W. Dye.....	Jacksonville, Ill.....
General Manager.....	C. M. Stanton.....	".....
Engineer Maintenance of Way.....	B. F. Bond.....	".....
Superintendent of Telegraph.....	Edwin M. Stanton.....	".....
General Agent Passenger Traffic.....	J. W. Daly.....	".....
General Agent Freight Traffic.....	W. E. Crane.....	".....

LAKE ERIE & WESTERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Calvin S. Brice.....	New York, N. Y.....
President.....	Calvin S. Brice.....	".....
Vice President.....	L. M. Schwan.....	".....
Treasurer and Secretary.....	L. M. Schwan.....	".....
Assistant Treasurer.....	A. D. Thomas.....	Indianapolis, Ind.....
General Attorney.....	John B. Cockram.....	".....
General Solicitor.....	W. E. Hackelorr.....	".....
Auditor.....	W. A. Wildhack.....	".....
General Manager.....	George L. Bradbury.....	".....
Chief Engineer.....	T. H. Perry.....	".....
General Superintendent.....	D. S. Hill.....	".....
Assistant General Superintendent.....	H. F. Bickell.....	".....
Division Superintendent.....	H. A. Bromer.....	Lima, Ohio.....
Superintendent Telegraph.....	S. R. Kramer.....	Lafayette, Ind.....
Traffic Manager.....	H. F. Bickell.....	Lima, Ohio.....
Assistant General Freight Agent.....	H. O. Parker.....	Indianapolis, Ind.....
Assistant General Freight Agent.....	S. B. Sweet.....	".....
General Passenger Agent.....	A. G. Young.....	".....
General Ticket Agent.....	C. F. Daly.....	".....
General Baggage Agent.....	C. F. Daly.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Samuel Thomas.....	New York, N. Y.....	1st Wednesday, Oct., 1896
John G. Moore.....	".....	1896
Ersine M. Phelps.....	Chicago, Ill.....	1896
Geo. F. Baker.....	New York, N. Y.....	1897
Edward Tuck.....	".....	1897
L. M. Schwan.....	".....	1897
Calvin S. Brice.....	".....	1898
H. W. Cannon.....	".....	1898
John W. Doane.....	Chicago, Ill.....	1898

LITCHFIELD, CARROLLTON & WESTERN RAILROAD COMPANY.

OPERATED BY WISCONSIN CENTRAL COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Receiver	Joseph Dickson	St. Louis, Mo.
General Solicitor.	Elmerious Smith	"
Assistant Auditor and Cashier.	Geo. W. Rich.	Carlinville, Ill.
General Manager.	C. B. McCall.	"
Chief Engineer.	J. C. Deror.	"
Train Master.	T. W. Geer.	"

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Wm. K. Vanderbilt.....	New York, N. Y.....
President.....	D. W. Caldwell.....	Cleveland, O.....
First Vice President.....	Edwin D. Worcester.....	New York, N. Y.....
Secretary.....	Edwin D. Worcester.....	".....
Treasurer.....	Edwin D. Worcester.....	".....
General Counsel.....	George C. Greene.....	Cleveland, O.....
Auditor.....	R. H. Hill.....	".....
General Manager.....	P. P. Wright.....	".....
Chief Engineer.....	E. A. Handy.....	".....
General Superintendent.....	W. H. Canniff.....	".....
Assistant General Superintendent.....	P. S. Blodgett.....	".....
Superintendent Eastern Division.....	T. W. Niles.....	Buffalo, N. Y.....
Superintendent Toledo Division.....	J. K. Russell.....	Cleveland, O.....
Superintendent Michigan Division.....	L. E. Johnson.....	Toledo, O.....
Asst. Superintendent Michigan Division.....	C. A. Sheldon.....	Elkhart, Ind.....
Superintendent Western Division.....	A. B. Newell.....	Chicago, Ill.....
Superintendent Franklin Division.....	A. H. Smith.....	Youngstown, O.....
Superintendent Detroit Division.....	H. A. Worcester.....	Hillsdale, Mich.....
Superintendent Lansing Division.....	M. L. Reynolds.....	".....
Superintendent Kalamazoo Division.....	A. G. Amsden.....	Grand Rapids, Mich.....
Superintendent of Telegraph.....	Wm. Kline.....	Toledo, O.....
General Freight Agent.....	G. J. Gramme.....	Cleveland, O.....
Assistant General Freight Agent.....	J. G. James.....	".....
General Passenger Agent.....	A. J. Smith.....	".....
Assistant General Passenger Agent.....	E. C. Luce.....	".....
General Ticket Agent.....	A. J. Smith.....	".....
Assistant General Ticket Agent.....	E. C. Luce.....	".....
General Baggage Agent.....	John L. Freeman.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. K. Vanderbilt.....	New York, N. Y.....	May, 1897.....
Samuel F. Barger.....	".....	".....
Hamilton McK. Twombly.....	".....	".....
Charles M. Reed.....	Erie, Pa.....	".....
D. W. Caldwell.....	Cleveland, O.....	May, 1898.....
Edwin D. Worcester.....	New York, N. Y.....	".....
C. M. Depew.....	".....	".....
Frederick W. Vanderbilt.....	".....	".....
John DeKoven.....	Chicago, Ill.....	".....
C. Vanderbilt.....	New York, N. Y.....	May, 1899.....
Darius O. Mills.....	".....	".....
James H. Reed.....	Pittsburgh, Pa.....	".....
T. O. Mills.....	New York, N. Y.....	".....

LAKE STREET ELEVATED RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	D. H. Lauderback.....	Chicago, Ill.....
President.....	D. H. Lauderback.....	".....
First Vice President.....	A. S. Littlefield.....	".....
Secretary and Treasurer.....	Robert Laughlin.....	".....
General Counsel.....	Knight and Brown.....	".....
Chief Engineer.....	C. V. Weston.....	".....
General Superintendent.....	Frank Hedley.....	".....
Agent in Illinois for Transfer of Stock...	Amer. Trust & Sav. Bank	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
D. H. Lauderback.....	Chicago, Ill.....	January, 1898.....
Robert Laughlin.....	".....	".....
John B. Parsons.....	".....	".....
M. T. McDonald.....	".....	January, 1897.....
W. F. Furbeck.....	".....	".....
Solomon Sturges.....	".....	January, 1899.....
A. S. Littlefield.....	".....	".....
Geo. A. Yenille.....	".....	".....
C. A. Knight.....	".....	".....

LASALLE & BUREAU COUNTY RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Edward G. Hegeler.....	LaSalle, Ill.
Secretary and Treasurer.....	G. Weerts .....	.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
F. W. Matthieson.....	LaSalle, Ill.	December 18, 1896.....
E. A. Matthieson.....	Chicago, Ill.	" " " ".....
Chas. Diesterling.....	LaSalle, Ill.	" " 1897.....
G. Weerts.....	" "	" " " ".....
Edward G. Hegeler	" "	" " " ".....

SOUTHEAST & ST. LOUIS RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	M. H. Smith	Louisville, Ky.....
Secretary	J. H. Ellis	"
Treasurer	W. W. Thompson	"
Comptroller	C. Quarrier	"
Assistant Comptroller	C. Hayden	"
General Manager	J. G. Metcalf	"
Chief Engineer	R. Montfort	"
Division Superintendent	B. F. Dickson	Evansville, Ind.....
Traffic Manager	V. Vanden Berg	Louisville, Ky.....
General Freight Agent	C. B. Compton	"
General Passenger Agent	C. P. Atmore	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
M. H. Smith	Louisville, Ky.....	November, 1896.....
J. M. Hamill	Belleville, Ill.....	"
C. C. Johnson	"	"
Lyttleton Cooke	Louisville, Ky.....	"
J. A. Lindsay	East St. Louis, Ill.....	"

LOUISVILLE, EVANSVILLE & ST. LOUIS CONSOLIDATED RAIL-ROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Receivers	Jas. H. Wilson.....	Evansville, Ind.....
Secretary	E. O. Hopkins	"
Treasurer	B. L. Anderson	"
General Counsel.....	E. M. Heberd	"
Auditor.....	Iglehart & Taylor.....	"
Chief Engineer	S. J. Haydon	"
Superintendent.....	T. A. Allen	"
Superintendent of Telegraph.....	J. R. Sample	Princeton, Ind.....
General Freight Agent.....	O. W. Putnam.....	"
Assistant General Freight Agent.....	R. A. Campbell	St. Louis, Mo.....
General Passenger Agent.....	A. G. Palmer	"
Assistant General Passenger Agent.....	R. A. Campbell	"
General Ticket Agent.....	C. D. Morris	"
Assistant General Ticket Agent	R. A. Campbell	"
General Baggage Agent.....	C. D. Morris	"
	R. A. Campbell	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Samuel Bayard.....	Evansville, Ind.....	October 19, 1895.....
E. O. Hopkins	"	"
G. P. Hellman	"	"
Chas. S. Fairchild.....	New York, N. Y.....	"
Jas. Stillman	"	"
Winthrop M. Burr.....	"	"
W. H. Tilford.....	"	"
W. L. Bull	"	"
Thos. W. Barrett	Memphis, Tenn.....	"

METROPOLITAN WEST SIDE ELEVATED RAILWAY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Robert E. Jenkins	Chicago, Ill.....
Secretary and Treasurer	Geo. Higginson, Jr.....	"
General Solicitor.....	Wm. W. Gurley.....	"
Attorney	Addison L. Gardner.....	"
Auditor.....	C. W. Williams	"
General Superintendent.....	Wm. E. Baker.....	"
Superintendent of Transportation.....	A. S. Jones	"
Agent in Illinois for transfer of stock....	Geo. Higginson, Jr.....	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Robert E. Jenkins.....	Chicago, Ill.....	April 4, 1897.....
L. P. H. Durkee	"	" 1898.....
Wm. W. Gurley.....	"	" 1898.....
Addison L. Gardner.....	"	" 1897.....
Geo. Higginson, Jr.....	"	" 1897.....

MICHIGAN CENTRAL RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	C. Vanderbilt	New York, N. Y.
President	H. B. Ledyard	Detroit, Mich.
Vice President	E. D. Worcester	New York, N. Y.
Secretary	E. D. Worcester .....	.. ..
Treasurer	D. A. Waterman .....	.. ..
General Counsel	Ashley Pond	Detroit, Mich.
General Attorney	Henry Russell .....	.. ..
Auditor	A. J. Burt .....	.. ..
Assistant Auditor	F. O. Waldo .....	.. ..
General Manager	H. B. Ledyard .....	.. ..
Chief Engineer (acting)	A. Torrey .....	.. ..
General Superintendent	Robert Miller .....	.. ..
Assistant General Superintendent	R. H. L. Hommedieu .....	.. ..
Division Superintendent	D. S. Sutherland .....	.. ..
Division Superintendent	W. J. Martin	Bay City, Mich.
Division Superintendent	O. F. Jordan	Jackson, Mich.
Division Superintendent	J. H. Snider	Chicago, Ill.
Division Superintendent	J. B. Morford .....	.. ..
Superintendent of Telegraph	E. E. Torrey	Detroit, Mich.
General Freight Agent	B. B. Mitchell .....	.. ..
Assistant General Freight Agent	B. E. Hand	Chicago, Ill.
General Passenger and Ticket Agent	O. W. Ruggles .....	.. ..
Asst. Gen. Passenger and Ticket Agent	G. E. King .....	.. ..
General Baggage Agent	H. P. Dearing .....	.. ..
Assistant General Freight Agent	C. J. Hupp	Detroit, Mich.
Assistant General Freight Agent	W. L. Benham	Bay City, Mich.
Assistant General Freight Agent	John Crampton	Buffalo, N. Y.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration Term.
Cornelius Vanderbilt	New York City	May, 1897
William K. Vanderbilt .....	.. ..	.. ..
Frederick W. Vanderbilt .....	.. ..	.. ..
Henry B. Ledyard	Detroit, Mich. ....	.. ..
Edwin B. Worcester	New York City .....	.. ..
Samuel F. Barger .....	.. ..	.. ..
Chauncey M. Depew .....	.. ..	.. ..
Ashley Pond	Detroit, Mich. ....	.. ..
Frederick S. Winston	Chicago, Ill. ....	.. ..

JOLIET & NORTHERN INDIANA RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	C. Vanderbilt	New York, N. Y.....
First Vice-President.....	H. B. Ledyard	Detroit, Mich.....
Secretary.....	E. D. Worcester	New York, N. Y.....
Treasurer.....	D. A. Waterman	

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. Vanderbilt.....	New York, N. Y.....	When successor appoint.
W. K. Vanderbilt.....	"	" ..
H. B. Ledyard.....	Detroit, Mich	" ..
E. D. Worcester.....	New York, N. Y.....	" ..
Samuel F. Barger	"	" ..
C. M. Depew.....	"	" ..
Ashley Pond.....	Detroit, Mich	" ..

ST. LOUIS & CAIRO RAILROAD, OPERATED BY THE MOBILE & OHIO RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	W. Butler Duncan	New York, N. Y.
President	James C. Clarke	Mobile, Ala.
Vice President	James H. Fay	New York, N. Y.
Secretary	Henry Tacon	Mobile, Ala.
Treasurer	Henry Tacon	Mobile, Ala.
Assistant Secretary	A. Mackintosh	New York, N. Y.
General Solicitor	E. L. Russell	Mobile, Ala.
General Attorney	E. L. Russell	Mobile, Ala.
General Auditor	R. V. Taylor	"
General Manager	J. G. Mann	"
Division Superintendent	C. S. Clarke	"
Division Superintendent	J. N. Seale	Jackson, Tenn.
Division Superintendent	H. W. Clarke	Murphysboro, Ill.
Superintendent of Machinery	M. T. Carson	Jackson, Tenn.
Superintendent of Telegraph	K. McKenzie	Jackson, Tenn.
General Freight Agent	J. T. Poe	St. Louis, Mo.
Assistant General Freight Agent	J. M. Denyven	St. Louis, Mo.
Acting General Passenger Agent	E. E. Posey	Mobile, Ala.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. Ritchie	Chicago, Ill.	March, 1897.
C. C. Salter	New York, N. Y.	"
Thomas M. Logan	Murphysboro, Ill.	"
F. Bross	Cairo, Ill.	" 1898.
Chas. Hamilton	Waco, Tex.	"
J. A. Horsey	New York, N. Y.	"
James Edwards	Waterloo, Ill.	" 1896.

THE NEW YORK, CHICAGO & ST. LOUIS RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Wm. K. Vanderbilt	New York, N. Y.
President	S. R. Callaway	Cleveland, O.
Secretary	Allyn Cox	New York, N. Y.
Treasurer	Allyn Cox .....	.....
General Counsel	Samuel E. Williamson ..	Cleveland, O.
Assistant Treasurer	H. Hammersley .....	.....
Auditor	James P. Curry .....	.....
General Superintendent	A. W. Johnson .....	.....
Division Superintendent	W. L. Blair .....	.....
Division Superintendent	C. D. Gorham	Ft. Wayne, Ind.
Superintendent of Motive Power	John Mackenzie	Cleveland, O.
Superintendent of Telegraph	J. S. Evans .....	.....
General Freight Agent	G. B. Spriggs .....	.....
General Passenger Agent	B. F. Horner .....	.....
Purchasing Agent	M. M. Rodgers .....	.....
Transfer Agent	A. Bayers	New York, N. Y.
Car Accountant	W. J. Robertson	Cleveland, O.
General Baggage Agent	J. T. McKee .....	.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. K. Vanderbilt	New York, N. Y.	May, 1897.
Cornelius Vanderbilt .....	.....	.....
Fred W. Vanderbilt .....	.....	.....
H. McK. Twombly .....	.....	.....
John S. Kennedy .....	.....	.....
Jas. A. Roosevelt .....	.....	.....
Fred P. Olcott .....	.....	.....
Chauncey M. Depew .....	.....	.....
Allyn Cox .....	.....	.....
S. R. Callaway	Cleveland, O. ....	.....
Samuel E. Williamson .....	.....	.....
Ralph W. Hickox .....	.....	.....
Chas. M. Reed	Erie, Pa. ....	.....

THE CHICAGO & STATE LINE RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	John Newell.....	Chicago, Ill.....
Vice President.....	James A. Roosevelt.....	New York, N. Y.....
Secretary.....	James P. Curry.....	Cleveland, O.....
Assistant Secretary.....	L. L. Lockwood.....	Chicago, Ill.....
Treasurer.....	H. Hammersley.....	Cleveland, O.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Fred P. Olcott.....	New York, N. Y.....	January, 1898.....
William K. Vanderbilt.....	".....	" 1899.....
Jno. S. Kennedy.....	".....	" 1897.....
Jno. Newell.....	Chicago, Ill.....	" 1898.....
James A. Roosevelt.....	New York, N. Y.....	" 1897.....
Arthur J. Eddy.....	Chicago, Ill.....	" 1896.....
Lafayette Briggs.....	".....	" 1899.....
L. L. Lockwood.....	".....	" 1898.....
William McFadon.....	".....	" 1899.....

PAWNEE RAILROAD.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Hiram White.....	Pawnee, Ill.....
Vice President.....	D. A. Drennan.....	".....
Secretary.....	C. E. Clayton.....	".....
Treasurer.....	H. R. Davis.....	".....
General Attorneys.....	Conkling & Grout.....	Springfield, Ill.....
Auditor.....	D. A. Drennan.....	Pawnee, Ill.....
General Manager.....	H. R. Davis.....	".....
General Freight and Passenger Agent ..	H. E. Farnam.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. R. Davis.....	Pawnee, Ill.....	August 3, 1897.....
Hiram White.....	".....	1897.....
D. A. Drennan.....	".....	1897.....
C. W. White.....	Taylorville, Ill.....	1896.....
C. E. Clayton.....	Pawnee, Ill.....	1896.....
L. K. Davis.....	".....	1896.....

PENNSYLVANIA COMPANY.

LESSEE OF PITTSBURGH, FORT WAYNE & CHICAGO RAILWAY COMPANY.

OFFICERS OF PENNSYLVANIA COMPANY.

Title.	Name.	Location of Office.
President	George B. Roberts.....	Philadelphia, Pa.....
First Vice President.....	James McCrear.....	Pittsburgh, Pa.....
Second Vice President.....	J. T. Brooks.....	".....
Third Vice President	John E. Davidson.....	".....
Secretary.....	S. B. Liggett.....	".....
Treasurer.....	T. H. B. McKnight.....	".....
Assistant Treasurer.....	J. P. Henderson.....	".....
General Counsel.....	J. J. Brooks.....	".....
Comptroller.....	John W. Renner.....	".....
Assistant Comptroller.....	Albert McElevay.....	".....
Auditor Freight Receipts.....	John M. Lyon.....	".....
Auditor Passenger Receipts.....	J. P. Farley.....	".....
Auditor Disbursement.....	James Instan.....	".....
General Manager.....	L. F. Loree.....	".....
Chief Engineer.....	Thomas Rodd.....	".....
General Superintendent Transportation.....	E. B. Taylor.....	".....
General Superintendent.....	Charles Watts.....	".....
Division Superintendent.....	C. D. Law.....	".....
Division Superintendent.....	A. B. Starr.....	Fort Wayne, Ind.....
Chief of Motive Power.....	Theo. N. Ely.....	Allegheny City, Pa.....
Superintendent of Motive Power.....	G. E. Potter.....	Fort Wayne, Ind.....
Superintendent of Telegraph.....	A. M. Schoyer.....	Pittsburgh, Pa.....
Purchasing Agent.....	H. O. Hukill.....	".....
Freight Traffic Manager.....	William Stewart.....	".....
Chief Freight Agent.....	Charles L. Cole.....	".....
General Passenger and Ticket Agent.....	E. A. Ford.....	".....
Chief Assistant General Passenger Agent.....	Frank VanDusen.....	".....
General Baggage Agent.....	R. R. Bentley.....	".....
Signal Engineer.....	W. McC. Grafton.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Charles A. Lanier.....	New York City, N. Y.....	Annual election, 1896
Henry Amy.....	".....	"..... 1896
William C. Eggleston.....	".....	"..... 1896
John S. Kennedy.....	".....	"..... 1897
George B. Roberts.....	Philadelphia, Pa.....	"..... 1899
John N. Hutchinson.....	".....	"..... 1898
Charles E. Speer.....	Pittsburgh, Pa.....	"..... 1897
James McCrear.....	".....	"..... 1896
John Sherman.....	Mansfield, O.....	"..... 1899
L. B. Harrison.....	Cincinnati, O.....	"..... 1899
Henry C. Winer.....	".....	"..... 1898
Edward P. Williams.....	Fort Wayne, Ind.....	"..... 1897
Levi Z. Leiter.....	Chicago, Ill.....	"..... 1898

PENNSYLVANIA COMPANY.

OPERATING THE SOUTH CHICAGO & SOUTHERN RAILROAD COMPANY.

OFFICERS OF OPERATING COMPANY.

Title.	Name.	Location of Office.
President.....	George B. Roberts.....	Philadelphia, Pa.....
First Vice President.....	James McCrear.....	Pittsburgh, Pa.....
Assistant to First Vice President.....	E. B. Wall.....	Chicago, Ill.....
Second Vice President.....	J. T. Brooks.....	Pittsburgh, Pa.....
Third Vice President.....	John E. Davidson.....	".....
Fourth Vice President.....	John E. Davidson.....	".....
Secretary.....	S. B. Liggett.....	".....
Treasurer.....	T. H. B. McKnight.....	".....
Assistant Treasurer.....	John P. Henderson.....	".....
General Counsel.....	J. J. Brooks.....	".....
Comptroller.....	John W. Renner.....	".....
Assistant Comptroller.....	Albert McElevay.....	".....
Auditor Freight Receipts.....	John W. Lyon.....	".....
Auditor Passenger Receipts.....	J. P. Farley.....	".....
Auditor of Disbursements.....	James Instan.....	".....
General Manager.....	Joseph Wood.....	".....
Consulting Engineer.....	Felician Stataper.....	".....
Chief Engineer.....	Thomas Rodd.....	".....
Gen'l Superintendent of Transportation.....	E. B. Taylor.....	".....
General Superintendent.....	Charles Watts.....	".....
Division Superintendent.....	C. D. Law.....	Fort Wayne, Ind.....
Chief of Motive Power.....	Theo. N. Ely.....	Philadelphia, Pa.....
Superintendent of Motive Power.....	G. L. Potter.....	Fort Wayne, Ind.....
Superintendent of Telegraph.....	A. M. Schoyer.....	Pittsburgh, Pa.....
Purchasing Agent.....	H. O. Hukil.....	".....
Freight Traffic Manager.....	William Stewart.....	".....
General Freight Agent.....	Charles L. Cole.....	".....
General Passenger and Ticket Agent.....	E. A. Ford.....	".....
Chief Ass. General Passenger Agent.....	Frank Van Dusen.....	".....
General Baggage Agent.....	R. R. Bentley.....	".....
Signal Engineer.....	W. McC. Grafton.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John E. Davidson.....	Pittsburgh, Pa.....	April, 1895.....
John I. Bennett.....	Chicago, Ill.....	"..... 1895.....
W. W. Chandler.....	".....	"..... 1895.....
Fred W. Belz.....	".....	"..... 1896.....
Wm. Borner.....	".....	"..... 1896.....
George Willard.....	".....	"..... 1897.....
James McCrear.....	Pittsburgh, Pa.....	"..... 1897.....

SOUTH CHICAGO & SOUTHERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	John E. Davidson	Pittsburgh, Pa.....
Vice President.....	James McCrea	"
Secretary.....	S. B. Liggett	"
Treasurer.....	T. H. B. McKnight	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John E. Davidson.....	Pittsburgh, Pa.....	April, 1897.....
F. J. Loesch	Chicago, Ill.....	" 1897.....
E. A. Dawson.....	"	" 1897.....
Fred W. Belz	"	" 1898.....
Wm. Borner	"	" 1898.....
George Willard.....	"	" 1899.....
James McCrea.....	Pittsburgh, Pa.....	" 1899.....

CALUMET RIVER RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	John E. Davidson	Pittsburgh, Pa.
Vice President.....	James McCrea	"
Secretary.....	S. B. Liggett	"
Treasurer.....	T. H. B. McKnight	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John E. Davidson	Pittsburgh, Pa.....	April 16, 1898.....
James McCrea.....	"	" 1897.....
George M. Bogue.....	Chicago, Ill.....	" 1897.....
F. W. Belz	"	" 1898.....
William Borner.....	"	" 1898.....

PEORIA & PEKIN UNION RAILWAY.

OFFICERS.

Title.	Name.	Location of Office.
President	C. H. Bosworth	Springfield, Ill.....
Vice President	E. F. Osborn	Cincinnati, O.....
Secretary.....	H. H. Pinkney	Peoria, Ill.....
Treasurer.....	John Kiefer	"
General Counsel	Stevens, Horton & Abbot	"
Auditor.....	H. H. Pinkney	"
Superintendent.....	F. L. Tompkins	"
Assistant Superintendent	W. E. Blue	"
Superintendent of Telegraph.....	J. W. Fraser	"
General Freight Agent.....	H. H. Pinkney	"
Agent in Illinois for transfer of stock....	.....	.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
E. F. Osborn.....	Cincinnati, O.....	1898.....
W. J. Lewis.....	Evansville, Ind.....	1898.....
J. Bousey.....	St. Louis, Mo.....	1898.....
Chas. D. Moyer.....	.....	1898.....
J. A. Barnard.....	Indianapolis, Ind.....	1897.....
E. O. Hopkins.....	Evansville, Ind.....	1897.....
C. H. Bosworth.....	Springfield, Ill.....	1897.....
George L. Bradbury	Indianapolis, Ind.....	1897.....
Bluford Wilson.....	Springfield, Ill.....	1899.....
C. E. Shaft.....	Cincinnati, O.....	1899.....
E. P. Huston.....	Evansville, Ind.....	1899.....
H. L. Magee	St. Louis, Mo.....	1899.....

PEORIA, DECATUR & EVANSVILLE RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Receivers	{ E. O. Hopkins.....	Evansville, Ind.....
President	{ E. P. Huston.....	New York, N. Y.....
Vice President.....	W. E. Strong.....	".....
Secretary	E. O. Hopkins.....	".....
Treasurer.....	W. J. Lewis.....	".....
General Counsel.....	W. J. Lewis.....	".....
Auditor.....	Stevens & Horton.....	Peoria, Ill.....
General Manager.....	E. M. Hibbard.....	Evansville, Ind.....
Chief Engineer.....	E. O. Hopkins.....	".....
Superintendent.....	T. A. Allen.....	".....
Superintendent of Telegraph	R. B. Starbuck.....	Mattoon, Ill.....
General Freight Agent.....	O. Schilling.....	".....
Assistant General Freight Agent.....	A. G. Palmer.....	Evansville, Ind.....
General Passenger Agent	S. J. Cassity.....	".....
Assistant General Passenger Agent.....	A. G. Palmer.....	".....
General Ticket Agent	S. J. Cassity.....	".....
Assistant General Ticket Agent	A. G. Palmer.....	".....
General Baggage Agent	S. J. Cassity.....	".....
	A. G. Palmer.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. L. Clark.....	New York, N. Y.....	October, 1896.....
W. H. Goodby	".....	" 1897.....
Jos. H. Prall	".....	" 1897.....
W. E. Strong.....	".....	" 1897.....
Arnold Kummer.....	Baltimore, Md.....	" 1897.....
John L. Lawson	New York, N. Y.....	" 1896.....
C. C. Baldwin.....	".....	" 1896.....
E. O. Hopkins.....	Evansville, Ind.....	" 1896.....
E. O. Anderson.....	New York, N. Y.....	" 1897.....

PEORIA TERMINAL RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	E. S. Easton.....	Peoria, Ill.....
First Vice-President	Ben Warren, Jr.....	"
Secretary.....	Geo. S. Hall.....	"
Treasurer	Wm. E. Stone.....	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
E. S. Easton	Peoria, Ill	February, 1896.....
Ben Warren, Jr.....	"	" 1895.....
Wm. E. Stone.....	"	" 1897.....
C. S. Easton	"	" 1896.....
Geo. S. Hall.....	"	" 1897.....

PREEMPTION EASTERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	R. H. Hudson	Rock Island.....
First Vice-President	R. Lee	"
Secretary	H. P. Greenough.....	"
Treasurer	H. P. Greenough.....	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Henry Curtis	Rock Island, Ill.....	June, 1897.....
R. H. Hudson,	"	"
R. Lee.....	"	"
H. P. Greenough	"	"
F. H. Rockwell	"	"

PITTSBURGH, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Geo. B. Roberts.....	Philadelphia, Pa.....
First Vice President.....	James McCrear.....	Pittsburgh, Pa.....
Second Vice President.....	J. T. Brooks.....	".....
Third Vice President.....	John E. Davidson.....	".....
Fourth Vice President.....	Joseph Wood.....	".....
Secretary.....	S. B. Liggett.....	".....
Treasurer.....	T. H. B. McKnight.....	".....
Assistant Treasurer.....	M. C. Spencer.....	".....
General Counsel.....	J. J. Brooks.....	".....
Assistant to General Counsel.....	L. L. Gilbert.....	".....
Comptroller.....	John W. Renner.....	".....
Assistant Comptroller.....	Albert McElevey.....	".....
Auditor of Freight Receipts.....	John M. Lyon.....	".....
Auditor of Passenger Receipts.....	J. P. Farley.....	".....
Auditor of Disbursements.....	James Instan.....	".....
General Manager.....	L. E. Larce.....	".....
Chief Engineer and Real Estate Agent.....	M. J. Becker.....	".....
Gen. Superintendent of Transportation.....	E. B. Taylor.....	".....
General Superintendent.....	J. E. Miller.....	Columbus, Ohio.....
Division Superintendent.....	J. S. May.....	Richmond, Pa.....
Division Superintendent.....	E. G. Dallington.....	Indianapolis, Ind.....
Division Superintendent.....	G. L. Peck.....	Richmond, Ind.....
Division Superintendent.....	C. C. Walton.....	Logansport, Ind.....
Division Superintendent.....	P. A. Ponebrake.....	Louisville, Ky.....
Division Superintendent.....	Ralph Peters.....	Cincinnati, O.....
Chief of Motive Power.....	Theo. N. Ely.....	Philadelphia, Pa.....
Acting Supt. of Motive Power.....	S. P. Bush.....	Columbus, O.....
Superintendent of Telegraph.....	A. M. Schoyer.....	Pittsburgh, Pa.....
Purchasing Agent.....	H. O. Hukill.....	".....
Freight Traffic Manager.....	William Steward.....	".....
General Freight Agent.....	D. T. McCabe.....	Columbus, O.....
General Agent.....	D. S. Gray.....	".....
General Passenger and Ticket Agent.....	E. A. Ford.....	Pittsburgh, Pa.....
Chief Asst. General Pass. Agent.....	Frank Van Dusen.....	".....
General Baggage Agent.....	R. R. Bentley.....	".....
Signal Engineer.....	W. McC. Grafton.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Geo. B. Roberts.....	Philadelphia, Pa.....	April, 1899.....
Frank Thompson.....	".....	".....
Charles E. Pugh.....	".....	".....
John P. Green.....	".....	".....
James McCrear.....	Pittsburgh, Pa.....	"..... 1898.....
William H. Barnes.....	Philadelphia, Pa.....	".....
Henry D. Welsh.....	".....	"..... 1897.....
J. T. Brooks.....	Pittsburgh, Pa.....	".....
John E. Davidson.....	".....	".....
Briggs S. Cunningham.....	Cincinnati, O.....	"..... 1900.....
George Willard.....	Chicago, Ill.....	".....
Joseph Wood.....	Pittsburgh, Pa.....	".....
Samuel S. Dennis.....	Newark, N. Y.....	"..... 1898.....

ENGLEWOOD CONNECTING RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Jno. E. Davidson.....	Pittsburgh, Pa.....
Vice President.....	James McCrea.....	".....
Secretary.....	S. B. Liggett.....	".....
Treasurer.....	T. H. B. McKnight.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Jno. E. Davidson.....	Pittsburgh, Pa.....	April 12, 1898.....
Geo. Willard.....	Chicago, Ill.....	" 1897.....
William Borner.....	".....	" 1898.....
Fred W. Belz.....	".....	" 1897.....
James McCrea.....	Pittsburgh, Pa.....	" 1898.....

QUINCY, OMAHA & KANSAS CITY RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board, Trustee.....	Theodore Gilman.....	New York, N. Y.....
President, Trustee.....	Ward W. Jacobs.....	Hartford, Conn.....
Agent for Trustees.....	J. M. Savin.....	Quincy, Ill.....
Auditor for Trustees.....	E. M. Gray.....	".....
Cashier for Trustees.....	E. J. Parker.....	".....
Superintendent.....	C. E. Soule.....	".....
Superintendent of Telegraph.....	W. L. Moore.....	".....
General Freight and Passenger Agent...	F. W. Evott.....	".....
Assistant General Freight Agent.....	C. H. Spencer.....	".....
General Baggage Agent.....	H. L. Kline.....	".....

ROCK ISLAND & PEORIA RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	R. R. Cable.....	Rock Island, Ill.....
First Vice-President.....	H. P. Cable.....	Davenport, Ia.....
Secretary.....	H. B. Sudlow.....	Rock Island, Ill.....
Treasurer.....	H. B. Sudlow.....	".....
Auditor.....	R. H. Hudson.....	".....
General Supt. and Supt. of Telegraph.....	H. P. Greenough.....	".....
General Freight Agent.....	R. Stockhouse.....	".....
General Passenger Agent.....	R. Stockhouse.....	".....
General Ticket Agent.....	R. Stockhouse.....	".....
Agent in Illinois for transfer of stock....	H. B. Sudlow.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
R. R. Cable.....	Chicago, Ill.....	June, 1898.....
H. H. Porter.....	".....	" 1897.....
David Dows.....	New York, N. Y.....	".....
A. Kimball.....	Davenport, Ia.....	".....
G. W. Cable.....	".....	" 1898.....
H. B. Sudlow.....	Rock Island, Ill.....	".....
Phil Mitchell.....	".....	".....

ST. LOUIS, ALTON & TERRE HAUTE RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	George Foster Peabody..	New York, N. Y.....
President.....	George W. Parker.....	St. Louis, Mo.....
Secretary.....	Edward F. Leonard.....	Springfield, Ill.....
Treasurer.....	George W. Parker.....	St. Louis, Mo.....
Auditor.....	Henry T. Nash.....	".....
General Manager.....	George W. Parker.....	".....
Assistant General Manager.....	Clarence F. Parker.....	".....
Superintendent.....	W. S. Wilson.....	Pinckneyville, Ill.....
Superintendent of Telegraph.....	W. S. Wilson.....	".....
General Freight Agent.....	George E. Lary.....	St. Louis, Mo.....
Assistant General Freight Agent.....	E. F. Hilgard.....	".....
General Passenger Agent.....	George E. Lary.....	".....
Assistant General Ticket Agent.....	E. F. Hilgard.....	".....
Assistant General Passenger Agent.....	E. F. Hilgard.....	".....
General Baggage Agent.....	E. F. Hilgard.....	".....
Agent in Illinois for transfer of stock.....	Edward F. Leonard.....	Springfield, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. Bayard Cutting.....	New York, N. Y.....	October, 1896.....
George Foster Peabody.....	".....	".....
R. Fulton Cutting.....	".....	".....
Spencer Trask.....	".....	".....
George Barkley Moffer.....	".....	".....
George W. Parker.....	St. Louis, Mo.....	1897.....
Chas. B. Cole.....	Chester, Ill.....	".....
William K. Murphy.....	Pinckneyville, Ill.....	".....
F. M. Youngblood.....	Carbondale, Ill.....	".....
William K. Ward.....	Benton, Ill.....	1898.....
Edward Abend.....	Belleville, Ill.....	".....
P. F. Chapman.....	Vienma, Ill.....	".....
W. W. Clemens.....	Marion, Ill.....	".....

BELLEVILLE & CARONDELET RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	M. T. Stookey.....	Belleville, Ill.....
Secretary and Treasurer.....	Henry T. Nash.....	St. Louis, Mo.....
Agent in Illinois for transfer of stock....	E. F. Leonard.....	Springfield, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
M. T. Stookey.....	Belleville, Ill.....	October, 1896.....
E. F. Leonard.....	Springfield, Ill.....	".....
Edward Abend.....	Belleville, Ill.....	".....
George W. Parker.....	St. Louis, Mo.....	".....
C. F. Parker.....	.....	.....

BELLEVILLE & ELDORADO RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	E. F. Leonard.....	Springfield, Ill.....
Secretary.....	Henry T. Nash.....	St. Louis, Mo.....
Treasurer.....	R. Fulton Cutting.....	New York, N. Y.....
Agent in Illinois for transfer of stock....	E. F. Leonard.....	Springfield, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
E. F. Leonard.....	Springfield, Ill.....	June, 1898.....
W. R. Ward.....	Benton, Ill.....	".....
W. K. Murphy.....	Pineknayville, Ill.....	" 1896.....
W. S. Wilson.....	.....	" 1897.....
George W. Parker.....	St. Louis, Mo.....	" 1896.....
H. T. Nash.....	.....	".....
F. M. Youngblood.....	Carbondale, Ill.....	" 1897.....

BELLEVILLE & SOUTHERN ILLINOIS RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Thomas Denny.....	New York, N. Y.....
Vice President	R. Fulton Cutting.....	Peoria Ill.....
Secretary	E. F. Leonard.....	New York, N. Y.....
Assistant Secretary.....	H. A. Crosby.....	New York, N. Y.....
Treasurer.....	Ed. M. Buckley.....	Springfield, Ill.....
Agent in Illinois for transfer of stock.....	E. F. Leonard.....	Springfield, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Thomas Denny	New York, N. Y.....	June, 1896
E. F. Leonard.....	Peoria, Ill.....	"
E. H. Perkins, Jr.....	New York, N. Y.....	"
Charles Butler.....	"	"
Edwin M. Bulkley.....	"	"
R. Fulton Cutting.....	"	"
W. M. Kidder.....	"	"
Edward Oathant.....	"	"
Chas. J. Peabody.....	"	"

CHICAGO, ST. LOUIS & PADUCAH RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	William K. Murphy.....	Pineknayville, Ill.
Secretary.....	Henry T. Nash.....	St. Louis, Mo
Treasurer.....	Henry T. Nash.....	St. Louis, Mo
Assistant Secretary.....	Henry A. Crosby.....	New York, N. Y.....
Agent in Illinois for transfer of stock.....	E. F. Leonard.....	Springfield, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. K. Murphy.....	Pineknayville, Ill.....	October, 1896.....
Geo. W. Parker.....	St. Louis, Mo.....	" 1896.....
W. R. Ward.....	Benton, Ill.....	" 1898.....
E. F. Leonard.....	Springfield, Ill.....	" 1898.....
C. F. Parker.....	St. Louis, Mo.....	" 1897.....
F. M. Youngblood.....	Carbondale, Ill.....	" 1897.....
H. T. Nash.....	St. Louis, Mo.....	" 1896.....

ST. LOUIS SOUTHERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	E. F. Leonard	Peoria, Ill.
Vice President	Chas. J. Peabody	New York City
Secretary	Henry T. Nash	St. Louis, Mo.
Treasurer	H. A. Crosby	New York City
Assistant Secretary	H. A. Crosby .....	.....
Agent in Illinois for transfer of stock....	E. F. Leonard	Peoria, Ill.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
E. F. Leonard	Peoria, Ill.	1st Tuesday in Sept., 1898
W. S. Wilson	Pinckneyville, Ill.	" " 1897
W. K. Murphy	" "	" " 1897
Samuel T. Brush	Carbondale, Ill.	" " 1896
Chas. J. Peabody	New York City	" " 1898
Henry A. Crosby	" "	" " 1898
C. H. Bosworth	Springfield, Ill.	" " 1896

CARBONDALE & SHAWNEETOWN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	E. F. Leonard	Peoria, Ill.
First Vice President.	Charles J. Peabody	New York City
Secretary	Henry T. Nash	St. Louis, Mo.
Treasurer	Henry A. Crosby	New York City
Assistant Secretary	Henry A. Crosby .....	.....
Agent in Illinois for transfer of stock....	E. F. Leonard	Peoria, Ill.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
E. F. Leonard	Peoria, Ill.	October, 1898
W. K. Murphy	Pinckneyville, Ill.	" 1897
W. S. Wilson	" "	" 1897
C. H. Bosworth	Springfield, Ill.	" 1896
S. T. Brush	Carbondale, Ill.	" 1896
Chas. J. Peabody	New York City	" 1898
H. A. Crosby	" "	" 1898

ST. LOUIS, BELLEVILLE & SOUTHERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	E. H. Gary.....	St. Louis.....
Secretary and treasurer.....	W. J. Karner.....	.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Samuel H. Leathe.....	St. Louis.....	.....
E. H. Gary.....
W. J. Karner.....
C. D. Clark.....
W. H. Wakelee.....

ST. LOUIS, CHICAGO & ST. PAUL RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Receivers.....	Chas. Dickson.....	St. Louis, Mo.....
President.....	Chas. E. Kimball.....	New York, N. Y.....
First Vice-President.....	Joseph Dickson.....	St. Louis, Mo.....
Secretary.....	Eleucious Smith.....	.....
Treasurer.....	Chas. E. Kimball.....	New York, N. Y.....
General Solicitor.....	Eleucious Smith.....	St. Louis, Mo.....
Auditor.....	Ralph Blaisden.....	.....
General Superintendent.....	W. S. Cook.....	Springfield, Ill.....
Superintendent Car Service.....	D. C. Frederick.....	.....
Superintendent of Telegraph.....	N. L. Judd.....	..
Assistant General Freight Agent.....	C. W. Galligan.....	St. Louis, Mo.....
Assistant General Passenger Agent.....	Ea. Williams.....	.....
Master Mechanic.....	W. E. Killen.....	Jerseyville, Ill.....
Traffic Manager.....	H. W. Gays.....	St. Louis, Mo.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Chas. E. Kimball.....	New York City.....	.....
Joseph Dickson.....	St. Louis, Mo.....	.....
Eleucious Smith.....	.....	.....
B. F. Johnston.....	St. Elmo, Ill.....	.....
C. L. Whitney.....	East St. Louis, Ill.....	.....

ST. LOUIS, INDIANAPOLIS & EASTERN RAILWAY COMPANY.
OPERATING AND OWNING INDIANA & ILLINOIS SOUTHERN RAILROAD.

OFFICERS.

Title.	Name.	Location of Office.
President	Wm. H. Alley	Chicago, Ill.
Vice President	John B. Lyon	"
Treasurer	John L. Stockton	"
Auditor	C. R. Hinkle	Sullivan, Ind.
General Manager	P. H. Blue	"
General Freight Agent	F. E. Basler	"
Superintendent of Telegraph	P. H. Blue	"
Master Mechanic	M. E. Hotchkiss	Palestine, Ill.
Road Master	D. Haskins	Sullivan, Ind.
Agent in Illinois for transfer of stock	Wm. H. Alley	Chicago, Ill.
General Passenger Agent	F. E. Basler	Sullivan, Ind.
Assistant Auditor	M. D. Crawley	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. T. Harahan	Chicago, Ill.	January 2, 1899.
John Dunn	"	"
John L. Stockton	"	" 1897.
Wm. H. Alley	"	" 1898.
John B. Lyon	"	"
P. H. Blue	Sullivan, Ind.	"
John T. Hays	"	" 1899.
D. N. Ross	"	" 1897.
W. G. Bruen	Chicago, Ill.	"

ST. LOUIS & EASTERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Wm. E. Guy.....	St. Louis, Mo.....
President .....	..	..
Secretary	A. J. Moorshead.....	..
Treasurer.....	J. C. Howe.....	..
Auditor.....	..	..
Chief Engineer.....	Robert Moore.....	..
Superintendent.....	L. S. Graves.....	..
Freight Agent.....	..	..
Passenger Agent.....	..	..
Agent in Illinois for transfer of stock....	J. L. Clifford.....	Glen Carbon, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. E. Guy.....	St. Louis, Mo.....	January 13, 1898.....
W. F. Niedringhaus.....	..	1897.....
Charles Valter.....	Greenville, Ill.....	..
J. S. Brewer.....	Chicago, Ill.....	1896.....
H. R. Durkee.....	..	..
Geo. O. Carpenter, Jr.....	St. Louis, Mo.....	..
Louis Kolb.....	Marine, Ill.....	1898.....
E. W. Guy.....	Belleville, Ill.....	1897.....
C. D. McLure.....	St. Louis, Mo.....	1898.....

ST. LOUIS MERCHANTS' BRIDGE TERMINAL RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	C. C. Rainwater.....	St. Louis, Mo.....
Vice President.....	Edw. Walsh, Jr.....	".....
Secretary.....	H. D. Heuer.....	".....
Treasurer.....	F. C. Doah.....	".....
General Attorney.....	John H. Overall.....	".....
Auditor.....	James Hanna.....	".....
General Manager.....	C. C. Rainwater.....	".....
Superintendent.....	Edw. Dunlap.....	".....
Superintendent of Telegraph.....	E. A. Chenery.....	".....
General Passenger and Ticket Agent.....	V. W. Fisher.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. C. Rainwater.....	St. Louis, Mo.....	November 14, 1896.....
C. P. McLure.....	".....	".....
L. M. Rumsey.....	".....	".....
D. R. Francis.....	".....	".....
John W. Bofinger.....	".....	".....
John J. Taussig.....	".....	".....
Edw. Walsh, Jr.....	".....	".....
J. H. Dieckmann.....	".....	".....
Wm. Duncan.....	".....	".....
L. D. Webster.....	".....	".....
H. D. Heuer.....	".....	".....

ST. LOUIS & PEORIA RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Wm. E. Guy.....	St. Louis, Mo.
First Vice President.....	Geo. O. Carpenter.....	.. ..
Secretary and Treasurer.....	A. J. Moorshead.....	.. ..
General Superintendent.....	L. S. Graves.....	.. ..
General Freight Agent.....	.. ..	.. ..
General Passenger Agent.....	.. ..	.. ..

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. E. Guy.....	St. Louis, Mo.....	January, 1896.....
Geo. O. Carpenter, Jr.....	.. ..	.. ..
Chas. D. McLure.....	.. ..	.. ..
Wm. F. Niedringhaus.....	.. ..	1897.....
G. E. Tainton.....	New York, N. Y.....	.. ..
Louis Kolb.....	Marine, Ill.....	.. ..
Chas. Valler.....	.. ..	1898.....
E. W. Guy.....	Belleville, Ill.....	.. ..
H. R. Durkee.....	Chicago, Ill.....	.. ..

TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS.

OFFICERS.

Title.	Name.	Location of Office.
President	Julius Walsh.....	St. Louis, Mo.....
Secretary	James Hanna.....	St. Louis, Mo.....
Treasurer	A. H. Caffel.....	New York, N. Y.....
General Attorney.....	M. F. Watts.....	St. Louis, Mo.....
Auditor.....	James Hanna.....	St. Louis, Mo.....
General Manager.....	E. P. Bryan.....	"
Chief Engineer.....	H. P. Taussig.....	"
Superintendent.....	Edw. Dunlap.....	"
Superintendent of Telegraph.....	E. A. Chenery.....	"
General Passenger Agent.....	V. W. Fisher.....	"
General Ticket Agent.....	.....	" .....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term,
J. Ramsey, Jr.....	E. St. Louis, Ill	March 2, 1897.....
C. G. Warner.....	"	"
W. B. Doddridge.....	"	"
Julius S. Walsh.....	"	"
W. S. McChesney.....	"	"
W. W. Peabody.....	Cincinnati, O.....	"
E. F. Osborn.....	"	"

ST. LOUIS BRIDGE COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Wm. Taussig.....	St. Louis, Mo.....
Vice President	Julius Walsh.....	"
Secretary.....	V. W. Fisher	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. Pierpont Morgan	New York, N. Y.....	March 2, 1896.....
Julius S. Walsh	St. Louis, Mo.....	"
Wm. Taussig	"	"
Thomas E. Tutt	"	"
V. W. Fisher.....	"	"

TERRE HAUTE & INDIANAPOLIS RAILROAD COMPANY.

LESSEE OF ST. LOUIS, VANDALIA & TERRE HAUTE RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	James McCrea	Pittsburgh, Pa.....
First Vice President.....	Jas. J. Turner	St. Louis, Mo.....
Secretary	Geo. E. Farrington	Terre Haute, Ind.....
Treasurer	R. B. Thompson	"
General Attorney.....	T. J. Golden	St. Louis, Mo.....
Auditor	W. S. Roney	Terre Haute, Ind.....
General Manager.....	John G. Williams	"
Chief Engineer.....	A. J. Gibbons	"
Division Superintendent.....	Benj. McKeen.....	"
Division Superintendent.....	F. T. Hatch.....	Logansport, Ind.....
Division Superintendent.....	H. S. Miller	St. Louis, Mo.....
General Superintendent.....	W. K. Elliot	Terre Haute, Ind.....
Superintendent of Telegraph.....	A. M. Schroyer.....	Pittsburgh, Pa.....
General Freight Agent	N. W. Taylor	St. Louis, Mo.....
General Passenger Agent.....	E. A. Ford.....	"
Assistant General Passenger Agent.....	W. F. Brunner.....	"
General Baggage Agent.....	R. R. Bentley	Pittsburgh, Pa.....

ST. LOUIS, VANDALIA & TERRE HAUTE RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	John E. Davidson.....	Pittsburgh, Pa.....
Vice President.....	James McCrea.....	“.....
Secretary.....	S. B. Liggett.....	“.....
Treasurer.....	T. H. B. McKnight.....	“.....
Assistant Secretary.....	C. D. Hoiles.....	Greenville, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John P. Green.....	Philadelphia, Pa.....	January 7, 1897.....
James McCrea.....	Pittsburgh, Pa.....	“.....
John E. Davidson.....	“.....	“.....
J. T. Brooks.....	“.....	“.....
Robert L. Dulahey.....	Marshall, Ill.....	“.....
E. O. Standard.....	St. Louis, Mo.....	“.....
A. G. Henry.....	Greenville, Ill.....	“.....
Chas. Seybt.....	Highland, Ill.....	“.....
J. S. Peers.....	Collinsville, Ill.....	“.....

TERRE HAUTE & INDIANAPOLIS RAILROAD.

OPERATING THE EAST ST. LOUIS & CARONDELET RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	James McCrea.....	Pittsburgh, Pa.....
Vice President.....	James J. Turner.....	St. Louis, Mo.....
Secretary.....	Geo. E. Farrington.....	Terre Haute, Ind.....
Treasurer.....	Robert B. Thompson.....	“.....
Auditor.....	W. S. Roney.....	“.....
General Manager.....	J. J. Turner.....	St. Louis, Mo.....
Division Superintendent.....	A. C. Deane.....	Terre Haute, Ind.....
Division Superintendent.....	F. T. Hatch.....	Logansport, Ind.....
Division Superintendent.....	Benj. McKeen.....	Terre Haute, Ind.....
Superintendent of Telegraph.....	A. M. Schroyer.....	Pittsburgh, Pa.....
General Freight Agent.....	N. W. Taylor.....	St. Louis, Mo.....
General Passenger Agent.....	E. A. Ford.....	Pittsburgh, Pa.....
Assistant General Passenger Agent.....	W. F. Brunner.....	St. Louis, Mo.....
General Baggage Agent.....	R. R. Bentley.....	Pittsburgh, Pa.....
General Attorney.....	T. J. Golden.....	St. Louis, Mo.....

EAST ST. LOUIS & CARONDELET RAILWAY.

OFFICERS.

Title.	Name.	Location of Office.
President	John E. Davidson	Pittsburgh, Pa.
Secretary	S. B. Liggett	"
Treasurer.....	T. H. B. McKnight.....	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. S. Peers	Collinsville, Ill.	February 26, 1897.
C. H. Seybt	Highland, Ill.	"
C. D. Hoiles	Greenville, Ill.	"
Abram McNeil.....	Pittsburgh, Pa.	"
H. J. Miller	St. Louis, Mo.	"
Joseph Wood	Pittsburgh, Pa.	"
John E. Davidson	"	"
W. R. McKeen.....	Terre Haute, Ind.	"
J. J. Brooks.....	Pittsburgh, Pa.	"

TERRE HAUTE & INDIANAPOLIS RAILROAD COMPANY.

LESSEE TERRE HAUTE & PEORIA RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	James McCrea	Pittsburgh, Pa.
First Vice President	Jas. J. Turner	St. Louis, Mo.
Secretary.....	Geo. E. Farrington.....	Terre Haute, Ind.
Treasurer.....	R. B. Thompson.....	"
Auditor.....	W. S. Roney.....	"
General Manager.....	Jas. J. Turner	St. Louis, Mo.
General Superintendent.....	N. K. Elliott.....	Terre Haute, Ind.
Division Superintendent.....	A. C. Deane	"
Division Superintendent.....	F. T. Hatch	Logansport, Ind.
Division Superintendent.....	Benj. McKeen.....	Terre Haute, Ind.
Superintendent of Telegraph	A. M. Schroyer.....	"
General Freight Agent	N. W. Taylor.....	St. Louis, Mo.
General Passenger Agent.....	E. A. Ford.....	"
General Baggage Agent.....	R. R. Bentley.....	Pittsburgh, Pa.
Chief Engineer.....	F. T. Hatch.....	Terre Haute, Ind.
Assistant General Passenger Agent.....	W. F. Brunner.....	St. Louis, Mo.

TERRE HAUTE & PEORIA RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	W. R. McKeen.....	Terre Haute, Ind.....
First Vice President.....	John G. Williams.....	".....
Secretary and Treasurer.....	Geo. E. Farrington.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. R. McKeen.....	Terre Haute, Ind.....	January 15, 1897.....
John G. Williams.....	".....	".....
Jos. E. Parrish.....	Paris, Ill.....	" 1895.....
Chas. O. Chestnut.....	".....	".....
Hugh Crea.....	Decatur, Ill.....	" 1897.....

TOLEDO, PEORIA & WESTERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	E. F. Leonard.....	Peoria, Ill.....
Secretary.....	E. D. Usner.....	".....
Treasurer.....	E. F. Leonard.....	".....
General Attorney.....	Walter S. Horton.....	".....
Auditor.....	E. D. Usner.....	".....
General Superintendent.....	E. N. Armstrong.....	".....
Superintendent of Telegraph.....	C. B. Plantz.....	".....
General Freight Agent.....	D. Mowat.....	".....
General Passenger Agent.....	E. N. Armstrong.....	".....
General Ticket Agent.....	E. N. Armstrong.....	".....
General Baggage Agent.....	E. N. Armstrong.....	".....
Agent in Illinois for transfer of stock....	E. D. Usner.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
O. F. Price.....	Galesburg, Ill.....	September, 1896.....
Franklin H. Head.....	Chicago, Ill.....	".....
E. F. Leonard.....	Springfield, Ill.....	".....
W. W. Baldwin.....	Burlington, Ia.....	" 1897.....
John Davidson.....	Pittsburgh, Pa.....	".....

TOLEDO, ST. LOUIS & KANSAS CITY RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Receiver.....	R. B. F. Pierce.....	Toledo, O.....
President.....	S. H. Kneeland.....	New York, N. Y.....
Secretary.....	M. L. Crowell.....	Toledo, O.....
Treasurer.....	J. L. Laidlaw.....	New York, N. Y.....
General Solicitor.....	Clarence Brown.....	Toledo, O.....
Auditor.....	D. D. Davis.....	".....
General Superintendent.....	A. L. Mills.....	".....
Division Superintendent.....	J. W. Sherwood.....	Frankfort, Ind.....
Division Superintendent.....	L. T. Westrich.....	St. Louis, Mo.....
Superintendent of M. P. & M.....	C. E. Walker.....	Frankfort, Ind.....
Superintendent of Car Service.....	S. H. Milne.....	Toledo, O.....
Superintendent of Telegraph.....	N. McKinnon.....	".....
General Roadmaster.....	H. T. Porter.....	".....
General Freight Agent.....	W. S. Weed.....	".....
Assistant General Freight Agent.....	D. F. Jennings.....	St. Louis, Mo.....
General Passenger Agent.....	C. C. Jenkins.....	Toledo, O.....
Chief Surgeon.....	S. S. Thorne.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
R. G. Ingersoll.....	New York, N. Y.....	September, 1898.....
Clarence Brown.....	Toledo, O.....	" 1896.....
J. P. Morris.....	".....	" 1897.....
Jos. O. Osgood.....	".....	" 1898.....
Chas. Miller.....	Franklin, Pa.....	".....
J. L. Laidlaw.....	New York, N. Y.....	" 1896.....
A. L. Mills.....	Toledo, O.....	" 1898.....
S. H. Kneeland.....	New York, N. Y.....	" 1897.....
J. S. Stout.....	".....	".....
L. K. Wilson.....	Trenton, N. J.....	".....
F. J. Sawyer.....	Buffalo, N. Y.....	" 1896.....
M. L. Crowell.....	Toledo, O.....	".....

WABASH RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	O. D. Ashley	New York, N. Y.
President	O. D. Ashley	"
Vice President	Edgar T. Wells	"
Vice President	J. Ramsey, Jr.	St. Louis, Mo.
Secretary	J. C. Otteson	New York, N. Y.
Treasurer	T. L. O'Leary	St. Louis, Mo.
General Solicitor	Wells H. Blodgett	"
Auditor	D. B. Howard	"
Assistant Auditor	E. B. Pryor	"
General Manager	J. Ramsey, Jr.	"
Chief Engineer	W. S. Lincoln	"
General Superintendent	H. L. Magee	"
Division Superintendent	E. A. Gould	Peru, Ind.
Division Superintendent	J. L. Goodrich	Chicago, Ill.
Division Superintendent	W. A. Garrett	Moberly, Mo.
Superintendent of Telegraph	G. C. Kinsman	Decatur, Ill.
Traffic Manager, freight	M. Knight	St. Louis, Mo.
General Freight Agent	S. B. Knight	"
Assistant General Freight Agent	P. McCoy	"
General Passenger and Ticket Agent	C. S. Crane	"
Assistant General Passenger Agent	H. V. P. Taylor	"
Assistant General Passenger Agent	H. V. P. Taylor	"
General Ticket Agent	C. S. Crane	"
Assistant General Ticket Agent	H. V. P. Taylor	"
General Baggage Agent	S. H. Overholt	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
O. D. Ashley	New York, N. Y.	2d Tuesday in Sept., 1895.
George J. Gould	"	" ..
Edgar T. Wells	"	" ..
Henry K. McHarg	"	" ..
C. J. Lawrence	"	" ..
S. C. Reynolds	Toledo, O.	" ..
Thomas H. Hubbard	New York City	" ..
John T. Terry	"	" ..
Russell Sage	"	" ..
Francis Pavy	London, England	" ..
C. C. McCrea	"	" ..
P. B. Wyckoff	New York, N. Y.	" ..
Edwin Gould	"	" ..

WABASH, CHESTER & WESTERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Nathan Cole.....	St. Louis, Mo.....
Vice President.....	C. B. Cole.....	Chester, Ill.....
Secretary.....	H. C. Cole.....	".....
Treasurer.....	C. B. Cole.....	".....
Attorney.....	H. C. Horner.....	".....
Auditor.....	C. E. Kingsbury.....	".....
General Manager.....	C. B. Cole.....	".....
Superintendent.....	J. R. Hawkins.....	".....
General Freight Agent.....	C. E. Kingsbury.....	".....
General Passenger Agent.....	C. E. Kingsbury.....	".....
Agent in Illinois for transfer of stock....	N. C. Cole.....	".....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Nathan Cole.....	St. Louis, Mo.....	March, 1897.....
Charles B. Cole.....	Chester, Ill.....	" 1898.....
H. C. Cole.....	".....	" 1898.....
J. J. Morrison.....	".....	" 1896.....
George W. Evans.....	Mt. Vernon, Ill.....	".....

CHICAGO & WISCONSIN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Edwin H. Abbot.....	Boston, Mass.....
Secretary.....	Howard Morris.....	Milwaukee, Wis.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Edwin H. Abbot.....	Cambridge, Mass.....	April, 1897.....
Howard Morris.....	Milwaukee, Wis.....	".....
Henry S. Hawley.....	Chicago, Ill.....	".....
K. K. Knapp.....	".....	".....
Edward Shearson.....	".....	".....

CHICAGO & WESTERN INDIANA RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
First Vice President & General Solicitor.	E. A. Baneroft	Chicago, Ill.
President and General Manager.....	R. Thomas.....	"
Secretary and Auditor.....	M. J. Clark.....	"
Treasurer.....	John E. Murphy	"
Consulting Counsel	C. M. Osborn.....	"
Chief Engineer and General Roadmaster	F. C. Doran.....	"
Assistant Superintendent	J. M. Warner.....	"
Agent in Illinois for transfer of stock....	M. J. Clark, Secretary...	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
O. S. Lyford.....	Chicago, Ill.....	June, 1897.....
Jos. Ramsey	St. Louis, Mo.....	"
Chas. M. Hays.....	"	"
A. M. Tucker.....	Cleveland, O.....	"
W. H. McDoel.....	Chicago, Ill.....	"
D. B. Robinson	"	"

APPENDIX.

COMPLAINTS.

No. 138.

Joseph W. Vance and William S. Washburn, doing business under the name
of the Egyptian Coal Company,

v.

Chicago, Paducah & Memphis Railroad Company.

Overcharge for Switching.

Opinion by GEORGE W. FITHIAN, *Commissioner*:

The complaint filed by the petitioners allege, among other things that on December 31st, 1894, the defendant switched for complainants from their mine known as the Spiller mine near Marion, to the Cairo Short Line Railroad, at Marion, Illinois, a distance of less than three miles, one car of coal and charged and collected from consignee therefor, the sum of five dollars. That said car was billed and shipped to W. B. Ward, at Metropolis, Illinois. Also on January 2, 1895, complainants shipped to said Ward, at Metropolis, Illinois, one other car of coal from their said mine, and another and different car of coal on the 31st of January, 1895; and on the 19th day of January, 1895, they shipped one car of coal to one J. R. Mayer, at Creal Springs, Illinois, and another car on the 5th day of February, 1895, to the same consignee; and on the 15th day of January, 1895, another car to complainants at Marion, Illinois, each of which cars were received by the said Chicago, Paducah & Memphis Railroad Company at said Spiller mine and switched by it to Marion, Illinois, a distance of less than three miles, and delivered to the Cairo Short Line Railroad Company for shipment to its destination, except the last mentioned car, which was delivered to complainants. That said coal mine is not a station on defendant's road, that said cars were billed from Marion, and that the said railroad company charged for hauling each of said cars a distance less than three miles, the sum of five dollars.

The evidence in this case shows that Spiller mine is located about two and one-fourth miles north of the junction of the Cairo Short Line and the Chicago, Paducah & Memphis Railroads, at Marion Illinois, and that it is not a station on the last named railroad. There is no station house or agent of said railroad company maintained at said Spiller mine, and the cars transported above were billed from Spiller mine to the junction of said railroads by the railroad agent of the Chicago, Paducah & Memphis Railroad Company, at Marion, Illinois.

The attempt was made by the railroad company to show that these cars were billed from Johnson City, a station on the defendant's road, to Marion.

but the Commission do not think that the evidence supports that contention. Rule 21 of this Commission fixes the maximum rate for switching loaded cars for distances not exceeding three miles at two dollars per car, and defines switching to be "the hauling of loaded cars from the station yards, side tracks, elevators or warehouses, to the junction of other railroads when not billed from stations on its own road to said junctions, and from junctions of other railroads to the stations, side tracks, elevators and warehouses situated on the tracks owned or controlled by the railroad company doing said switching; it is that transfer charge ordinarily made for removing loaded cars for short distances for which no regular waybill is made and which do not move between two regularly established stations on the same road." The contention of the railroad company is that the services performed in the matter complained of were not switching services, but were regular hauls for which they were entitled to charge the usual maximum rates.

The opinion of the Commission is that the service rendered was a switching service; that the distance was less than three miles, and that the railroad company was only entitled to charge two dollars per car, the maximum rate fixed by this board under rule 21 for switching cars. That the charge of five dollars per car collected by the railroad company was in excess of the rate fixed by this board, and was extortionate.

And the Commission further finds that the said Chicago, Paducah & Memphis Railroad Company, by collecting from the complainants a rate in excess of two dollars for each car, under the statute rendered itself guilty of extortion.

W. S. CANTELL.
THOS. GAHAN.
GEO. W. FITHIAN.

Dated January 7th, A. D. 1896.

Attest:

J. W. YANTIS, *Secretary*.

PETITION.

No. 139.

Petition of Millers' Association of Illinois.

v.

Railroad Companies in Illinois. Filed December 4th 1895.

To the Honorable, the Board of Railroad and Warehouse Commissioners of the State of Illinois:

We, the undersigned, a special committee appointed by the State Millers' Association of Illinois, respectfully represent to your honorable body, that the number of actual flouring mills in the State of Illinois is about seven hundred, said mills being generally distributed over the entire State; that their capacity is in the neighborhood of 75,000 barrels of flour per day; that the amount of capital invested in these properties is about \$13,000,000; that in the conduct of their business these millers pay out over thirty millions dollars yearly, and that it is to-day, even in its crippled condition, the largest industry in the State of Illinois.

With this preliminary reference to the extent and importance of the industry, we beg to submit for your consideration, these our complaints of certain discriminations and practices by the railroads of Illinois, in the matter of rates on flour; which discriminating rates and practices have compelled the closing down of many mills, the curtailment of the output of many more, the surrender in great part of our home market to the millers of other States to whose benefit these discriminations and practices inure, and such heavy impairment of the values of milling property in this State, as threatens if not remedied, the destruction of the milling industry of Illinois.

We represent, further, that for many months last year, and during the present year, the millers of this State have diligently sought, by a respectful presentation of their complaints, such as are hereinafter set forth, to induce the Illinois roads to abate the discriminations and practices complained of, and give them the relief from these oppressive and ruinous conditions which we are now compelled to ask at your hands.

It is not the purpose of the millers to antagonize or embarrass the railroads of this State by entering this formal complaint before the State Commission. They desired, and very much preferred to compass an arrest and discontinuance of these abuses through an appeal to the officials of the roads interested; and in line with this preference an appeal was made to them. Although two meetings were called by the roads last year to take the matters complained of under consideration, one meeting was a total failure on account of non-attendance of representatives of the roads, and at the other meeting there was but one representative of these roads present, except the agents at the city of Springfield, at which place the meeting was called, and nothing whatever was done.

Under these circumstances we come before you with the following allegations, and ask, at your hands, such remedial action as, under the law and in answer to our needs, you may be able and disposed to grant:

First—That the rates at present charged by the railway companies for the transportation of flour locally in the State of Illinois, are, in most cases, the maximum freight rates named in the Railroad & Warehouse Commissioners' schedule.

Second—That an association of railroads known as the "Western Freight Association," of which the following Illinois railroads, and as we believe, others are members: The Chicago, Burlington & Quincy; The Chicago, Burlington & Northern; The Chicago & Northwestern; The Chicago Great Western; The Chicago, Milwaukee & St. Paul; The Chicago, Rock Island & Pacific; The Illinois Central; the Iowa Central, and the Rock Island & Peoria, have issued and have now in force, a tariff of rates known as "Joint Tariff No. 205," which tariff, the millers are informed by various officials of Illinois roads, furnishes virtually the basis of rates from Minneapolis and other northwestern points to what are termed "group points" in the State of Illinois. That, taking these rates which are admittedly made by the initial roads at Minneapolis and St. Paul, the following railroads of Illinois, and other Illinois roads not here mentioned, have issued tariffs or have accepted tariffs issued by the initial roads, naming rates from these northwestern points on flour and wheat at all stations in the State of Illinois: The Iowa Central; The Illinois Central; The Peoria & Eastern (leased by the C. C. & St. L.); The Lake Erie & Western; The Terre Haute & Peoria (leased by the Vandalia); The Peoria, Decatur & Evansville; The Chicago, Peoria & St. Louis; The Chicago, Burlington & Quincy; The Chicago, Rock Island & Pacific; The Baltimore & Ohio Southwestern; The Toledo, Peoria & Western. Copies of these tariffs, so far as we have been able to obtain them, are filed herewith.

Third—That by reason of these rates on flour charged by the railroad companies as shown in the Joint Tariff of the "Western Freight Association," and in the tariff of the Illinois roads, either members of that association, or accepting the basis of rates fixed by said association, the product of the Minneapolis and other Minnesota mills is delivered to hundreds of Illinois points at rates of freight less than the maximum rates of the Illinois schedule in effect from Illinois milling points to the same Illinois points; and thus the millers of the northwest are enabled to reach Illinois territory over much longer distances, at lower rates than are charged Illinois millers who are practically driven from their home market, forced into idleness, or to seek trade in other and distant States to the east, and in foreign markets via the seaboard.

Fourth—That the "Western Freight Association" referred to, together with, or with the sanction of Illinois roads, accepting the basis of rates fixed by said association, have made without authority of law, a division or partition of the territory comprised within the limits of the State of Illinois, making application to all stations in one division of the State, a rate of 12½ cents a hundred on flour; to all stations in another division a rate of 15 cents a hundred; to another and a very large division a rate of 16 cents a hundred; to another and a very small division a rate of 17½ cents a hundred; to another division a rate of 18 cents a hundred, and to another division a rate of 20 cents a hundred; that said arbitrary division of the State, shown on map herewith marked "A", if made at the dictation of the initial roads at Minneapolis, which roads admittedly make the rates to all these divisions of the State of Illinois, is a most ingenious partition by powerful influences outside the State, to accomplish the capture of the home trade of the Illinois millers, and drive them out of business entirely, or to other States, or into the markets of the world. If, however, said partition was made by the Illinois roads, under shelter, of the maximum rate of the Illinois schedule on local business, it is a voluntary surrender on their part of a home industry into the hands of an industry of like character in other States, which emphasizes all the more, the complaints of the millers of the State that are to follow.

Fifth—That while under the tariffs referred to, car-load flour is delivered over two Illinois roads if coming from Minneapolis or common points in Minnesota to hundreds of points in this State from four hundred to five hundred and fifty miles distant from Minneapolis, at a rate of 15 cents a hundred, under the present schedule of rates in Illinois, the charges to any Illinois miller for a car-load of flour to points in this State over two Illinois roads where the distances aggregate one hundred and thirty-five miles only, are over 15 cents a hundred.

Sixth—That while Minnesota flour in car-loads is hauled into this State, a distance of from four hundred to six hundred miles and delivered over two Illinois roads to hundreds of Illinois points named in these tariffs, at the rate of 16 cents a hundred, car-load flour from Illinois mills is charged under the Illinois schedule, the same or a higher rate for a distance of only one hundred and fifty miles; and that what is said herein, concerning the inequalities of rates on flour from the Northwest to 15 and 16-cent points as compared with rates charged by Illinois roads to the millers of this State, applies to those districts taking 17½, 18 or 20 cents.

Seventh—That Illinois roads are hauling car-load flour from Minneapolis and other Northwestern points to 15 and 16-cent rate points in this State, accepting as their division of the through rate for a haul of one hundred miles or more, 32-10 cents a hundred in some cases, whereas, for hauling car-load flour from Illinois mills an equal distance on the same roads, the maximum charge is on class "B" roads 9.36 cents a hundred, and on class "A" roads the maximum charge is 8.91 cents a hundred; and whereas, flour from Illinois mills that reaches these points over two Illinois roads must pay two locals, the sum of which for a distance of even twenty miles is three hundred per cent. higher than the cost to the Minneapolis miller of hauling a car-load of flour a distance of one hundred miles.

In this connection the millers of Illinois insist, that while it may be true as a rule, that divisions of through rates should not be the measure of local rates, when the discriminations between local and through rates tax an Illinois industry with charges from two hundred per cent. to three hundred per cent. higher than those accepted by Illinois roads on a like product from a neighboring State, and threaten the very life of the home industry, such rates are unreasonable, and warrant the millers of this State in asking remedial action at the hands of the State Commission.

Eighth—That Northwestern millers are permitted by some of the Illinois roads to bed their flour in cars with from one to two tons of bran or other mill feed which pays no freight, thus cheapening the flour from that section to the Illinois purchaser to the extent of from three to six dollars per car. This practice not only strengthens the competition the Illinois miller must meet on flour from the Northwest, but it destroys also his trade in bran. The Illinois millers do not allege that this permission is openly granted to the millers of the Northwest, by the Illinois roads, but they do say that agents of the mills in the Northwest refer to this practice as an inducement to the Illinois dealer in flour, and that when the attention of agents of Illinois roads has been directed to the practice, apparently no effort has been made to discontinue it, and the practice still goes on. They say further, that agents of roads whose attention has been called to the matter, excuse themselves from interference, on the ground that it is Inter-State business; an admission by implication, that any violation of rules that brings Inter-State business to the road, may properly be ignored, however disastrously such Inter-State competition may affect a home industry of like character.

Ninth—That it is the practice of some Illinois roads to permit flour from Minneapolis and the Northwest billed as car-load flour at car-load rates, to be distributed (when the car contains 25,000 pounds) at two points in Illinois by the payment of an additional 2 cents per hundred, thus creating a grievous discrimination against Illinois millers on flour in less than car-load lots, amounting as we are prepared to show, on hauls of sixty and sixty-five miles to \$6.50 a car, and for hauls of one hundred, and one hundred and five miles, to more than \$14.00 a car. And these differences against the Illinois millers

refer only to a haul on a single Illinois road; whereas, on two Illinois roads the difference would be so great as to entirely prohibit the shipment of Illinois flour in less than car-loads in competition with that from the Northwest.

Tenth—That a "milling in transit" rate is in force, established and permitted by the initial roads at Minneapolis and by the Illinois roads, under which, mills in Iowa located on the west bank of the Mississippi river may bring wheat in some cases a long distance through the state of Illinois, from Minneapolis and other Northwestern points, to their mills in Iowa, convert it into flour and ship it to any station in Illinois, except to certain stations on the Wabash, St. Louis & Pacific, and the Chicago & Alton roads, at the through rate on flour from Minneapolis to Illinois points; whereas, no Illinois mill can use Northwestern wheat on a "milling in transit" rate except the flour be marketed at points east of the Illinois-Indiana line, thus opening all stations in Illinois referred to, to Iowa mills on a "milling in transit" rate, while denying that character of rate to Illinois mills, unless the product is hauled past the homes of Illinois consumers, and marketed in other States or in foreign countries.

Eleventh—And finally we allege, that two leading railroads in this State claim that they have not only declined to accept the divisions accorded by the Northwestern lines on flour from that territory, but that they are forced to make and are making concessions from the maximum Illinois schedule to millers on their lines, in order that they may compete with Northwestern millers in Illinois.

It is not denied by the millers that such concessions are now and then made to favored millers, but the practice furnishes in itself the argument that if concessions from the Illinois schedule are absolutely necessary to protect the home miller, and no proper protection can be given the Illinois miller under present conditions without making reductions from the schedule rates, the situation as herein described cannot be ignored without sanctioning the "pernicious evil" of special rates so vigorously reprobated in the report of the Illinois Commission of 1881.

The millers disclaim any desire to seek rates that work an injustice to the railway interests of the State, believing that railway rates while being compensatory, should be so adjusted as not to work an injustice to any other business interests of the State, and in such manner as to allow the legitimate and proper business of the State to be done therein. They do claim, however, that when Illinois roads accept on flour from neighboring States, rates and divisions dictated, and in many instances forced by the officials of powerful initial roads controlling the distribution of a vast tonnage, which divisions are from 200 per cent. to 300 per cent. lower than the maximum rates applied on flour shipped locally, they are warranted in asking your interposition, to the end that our largest industry be not unreasonably taxed to provide revenues for Illinois roads which they fritter away in their struggle for Inter-State traffic; and for such relief and protection they will ever pray.

E. C. KREIDLE, *President*,
D. S. SHELLBARGER,
S. W. GIFT.

This case was set for hearing several times and postponed at request of petitioners and petition was finally withdrawn by petitioners with a statement that the differences had been amicably adjusted.

EXTORTION IN CHARGE

Nos. 140-143 Inclusive.

Complaint of Chicago Live Stock Exchange,

v.

Chicago & Northwestern; C. B. & Q.; C., R. I. & P., and C. W. & St. P.
Railway Companies.

Extortion in Terminal Charge Made at Union Stock Yards, Chicago.

Filed December 11, 1895.

Answer filed December 24, 1895.

These cases were heard jointly at Chicago, January 13, 1896, and respondents found guilty as charged, and Attorney General directed to bring suits for the penalty.

CROSSINGS.

THE CHICAGO & ALTON RAILROAD COMPANY, *Petitioners*.

vs.

THE ALTON RAILWAY AND ILLUMINATING COMPANY, *Respondents*

Petition to Determine Place and Manner of Crossings.

Petition filed April 24, 1896.
 Crossing viewed May 8th, 1896.
 Answer filed May 8th, 1896.
 Hearing at Springfield May 8th, 1896.
 Opinion filed May 11th, 1896.

OPINION OF THE COMMISSION.

By W. S. Cantrall, *Chairman*.

This is a petition of the Chicago & Alton Railroad Company asking the Commission to prescribe the place where and the manner in which the respondent, the Alton Railway and Illuminating Company, may be permitted to cross with its track, the track of petitioner, in the city of Alton.

The petition avers that the petitioner is a railroad corporation organized and doing business under the laws of the State of Illinois, and owning and operating a railroad between the City of Chicago, in the State of Illinois, and the city of East St. Louis, in said State; that its main track runs through the city of Alton in the county of Madison, in said State; that it has legal authority from the said city of Alton to run its railroad and its several trains upon and over Piassa street in said city; that said street is 66 feet in width and 46 feet between the curbs; that the track of petitioner is 4 feet 8½ inches in width; that the cars of petitioner range in width from 10½ to 11 feet; that that portion of Piassa street between Second and Third streets, is at the foot of a very heavy grade amounting to 90 feet a mile rise, and that it is very difficult to draw trains of petitioner up said grade or to control them when coming down same; that the Alton Railway and Illuminating Company is a railroad corporation organized under the laws of the State of Illinois, and pretends to have a franchise from the city of Alton to construct and operate its line of railway from a point on Second street to a point on Third street in the city of Alton, along the east side of petitioner's track in Piassa street, and intends to build its track across the track of petitioner at the intersection of Third and Piassa streets, at the foot of said 90 foot grade; that said proposed crossing, if made, will be a very dangerous one to the lives and limbs of passengers and employes of both the petitioner and the Alton Railway and Illuminating Company, that such crossing, if made at the place and in the manner proposed by the said Alton Railway and Illuminating Company, will necessarily impede and prolong the travel or transportation upon petitioner's railroad.

Petitioner therefore objects to said company crossing its track at grade at the place so selected by it, and asks the Commission to prescribe the place where and manner in which said crossing shall be made, having due regard to the safety of life and property."

The respondent admits in its answer the organization of petitioner; that it owns and operates a railroad as averred; its occupancy of Piassa street by the authority of the city of Alton; the width of said street and the width of its cars, but denies that the grade on Piassa street between Second and Third streets is a heavy grade, and that it is very difficult to draw trains up said grade or to control them going down the same. Denies that it is a railroad corporation, but avers that it is organized under the general laws of the State of Illinois, and that the object of incorporation was and is to furnish electric light, heat and power and to maintain and operate electric street railways; that it has now in operation in the city of Alton two lines of electric railways, and that it has now in process of construction a third line extending from the city hall in the city of Alton to the village of North Alton; avers its authority by ordinance of said city to construct its line along and over Piassa street, Third street and other streets in said city; admits that it intends and proposes to build its said electric railway track on Piassa street along the east side of the track of the Chicago & Alton Railroad Company, and intends to cross said track of said Chicago & Alton Railroad Company at the intersection of Third and Piassa streets. Denies that said crossing will be a dangerous one either to employes or patrons of either company, and that the crossing would not injure the track of the petitioner. Denies that it intends to construct its crossing over the track of petitioner in such manner or place as will impede and endanger travel or transportation, but avers that said crossing will be at a proper and suitable place, and will be built and constructed in such manner as to be as little dangerous to life, limb or property, as any crossing could, would or might be, and that the crossing proposed by it will be proper and safe. Admits that it will be at grade but denies that there is any valid or legal objection to said crossing at grade, and that the petitioner has any right under the law and facts to make objection to said crossing. The respondent joins in the request of the petitioner that the Commission view the ground. Avers that the city council of the city of Alton having granted a franchise to it to lay and construct its tracks in Piassa street, it thereby acquired the right to cross the track of said petitioner; therefore the Railroad and Warehouse Commission has no jurisdiction to prevent said crossing at grade or to prescribe the place where said crossing should be.

The question of the jurisdiction of the Railroad and Warehouse Commission to hear and determine this case is raised by the answer of respondent. It is insisted that the respondent is not organized under the general railroad law, but that it is incorporated under the general corporation act; that paragraph 102, section 38, of chapter 114, R. S., and paragraph 133, section 2 of chapter 114, R. S., expressly excepts street railroads from the operation of the respective acts. This contention is not only tenable, but is correct, and if this proceeding was under either of the acts referred to, we would have no hesitancy in dismissing the petition, but this petition is brought under the act entitled "An act in relation to the crossing of one railway by another, and to prevent danger to life and property from grade crossings." Approved May 27, 1889; in force July 1, 1891, which provides, "that hereafter any railroad company desiring to cross with its track the main line of another railroad company, shall construct the crossing at such place and in such manner as will not unnecessarily impede or endanger the travel or transportation upon the railway so crossed. If, in any case, objection be made to the place or mode of crossing proposed by the company desiring the same, either party may apply to the Board of Railroad and Warehouse Commissioners, and it shall be their duty to view the ground and give all parties interested an opportunity to be heard. After full investigation, and with due regard to safety of life and property, said board shall give a decision prescribing the place where and the manner in which said crossing shall be made."

There is nothing in this act which excepts street railroads. The first question for our consideration is does the case fall within the provisions of this statute? In order to determine this we must ascertain whether or not the Alton Railway and Illuminating Company is a railroad company.

In 1859, the Supreme Court of Illinois in the case of *Moses et al. vs. P., F. W. & C. R. R. Co.*, 21 Ill. 523, in passing upon the right of the appellants to enjoin appellee from laying its tracks in Beach street, in the City of Chicago, uses this language: "Cars upon street railroads are now generally, if not universally propelled by horses, but who can say how long it will be before it will be found safe and profitable to propel them with steam or some other power besides horses? Should we say that this road should be enjoined, we could advance no reason for it which would not apply with equal force to street railroads."

Again in the case of the *City of Chicago vs. Evans et al.*, 24th Ill. 56, the Supreme Court in passing upon the right of horse railways to unite their roads and make running arrangements with each other (under the act of February 12, 1855,) says: "The act in terms applies to all railroads organized or incorporated under or which may be incorporated or organized under the authority of the laws of this State." This language is manifestly sufficiently comprehensive to embrace horse railways as well as railroads whose cars are propelled by steam or *other* power, as well as roads authorized to transport passengers and freight by other power. The language of the enactment embraces all roads then organized, as well as those which might afterwards become so, and the act makes no distinction or reservation as to the character of the railroad. The members of the General Assembly were fully aware that these various roads existed, and if any roads answering either description were not designed to be embraced they would, it appears to us, have limited the operation of the act so as to have excluded them. Horse city railways unquestionably fall within the description of the class of subjects of which they were legislating. They are in every sense of the term "railroads."

The Supreme Court of this State, in the case in 24th Ill. above cited, says that "Horse railroads are in every sense of the term 'railroads.'" That the language of the act of 1855 is sufficiently comprehensive to embrace horse railways as well as railroads whose cars are propelled by steam or other power. If this opinion states the law correctly, then a company owning or operating a street car line propelled by horses or by any other power is a railroad company, and as such is subject to the provisions of the act known as the Crossing Act, above cited, whether such street railroad is incorporated under the General Railroad Act or the General Corporation laws of this State. Having disposed of the question of jurisdiction, the next question is as to the proper place where, and manner in which, the crossing shall be made. There is little conflict in the evidence as to the facts. It is admitted by the respondents that all grade crossings are more or less dangerous, but in the absence of any evidence on this point experience teaches us that all grade crossings, whether of steam, cable, electric or horse railroads are fraught with danger even when protected by gates, bars or interlocking devices, and that however careful their management, may be collisions are not infrequent.

It is said that the ordinance throws around the proposed crossing at Third and Plaza streets all the safeguards which are necessary to protect the passengers of the respective roads, as well as their employes; but common experience has shown that howsoever strict may be the rules and regulations thrown around employes, and however much vigilance may for a time be used by them, that they have proven ineffectual to protect the lives of the passengers upon the respective roads and of the employes themselves. The employes becoming accustomed to the crossings, look upon them as common affairs and their vigilance is often relaxed and accidents occur. And, again, allowance must be made for the inattention and negligence of employes, howsoever carefully they may be selected and however stringent may be the rules under which they act. We know that they do relax in vigilance, and serious accidents occur therefrom; and it therefore becomes our duty, under the statute of this State, in so far as may be done, to put it out of the power of the employes to bring about accidents by negligence and omission of

care. The safeguards of the ordinance, we apprehend, would not prove efficient to prevent accidents at the proposed crossing. Yet there are conditions which practically preclude any other than grade crossings, and when such conditions exist, the only safeguard that can be employed is to reduce the danger to a minimum by requiring such safety devices as have been discovered. But it must be borne in mind that the ingenuity of man has not yet found any device that will absolutely prevent all danger at grade crossings. The nearest approach to it is to interlock such crossings. The conditions at the proposed crossing at Third and Piassa streets are of such a character that we feel that the danger of life would be greatly enhanced, for the reason that said crossing would be very near the foot of the 90-foot grade, and at a point where the evidence shows that the trains of the petitioner coming down this grade have, on different occasions, become unmanageable and have gotten beyond the control of the trainmen, and were stopped quite a distance south of Third street.

Another objection to this crossing, and an additional reason why it is a dangerous one, is that the motorman or conductor could not see a train or engine on petitioner's road approaching this crossing from the south but a very short distance, on account of a sharp curve in the petitioner's track just south of Second street. This last objection is obviated by the crossing prescribed by the Commission, as a good view of the petitioner's tracks can be had for about one-half mile north and several hundred feet south, so that the danger of a collision at this crossing is minimized as compared with the proposed crossing at Third street. It would be far better for both roads and for the public were the physical conditions such as to admit of an overhead crossing, but they are not; therefore we can only use the authority conferred on us by law to throw all the safeguards in our power around this crossing so the lives of passengers and employes may be protected. This we have done in prescribing the place and manner of this crossing. While it is true that interlocking it will impose on the respondent additional expense, yet a question of expense should not enter into the case where the lives of the public or the employes of the petitioner and respondent are involved.

For the reasons above stated we hold that the Commission has jurisdiction in this case to prescribe the place and manner of crossing.

It is therefore ordered by the Commission, that the respondent, the Alton Railway and Illuminating Company, have leave to cross with its track at grade the track of the Chicago & Alton Railroad Company at the intersection of Piassa street with Second street in the City of Alton.

It is further ordered that the crossing of tracks to be thus formed be protected by a system of interlocking signals to be agreed upon by the parties, with this Commission's approval, if the parties are able to agree. The cost of construction and the expense of maintenance of such device shall be paid for by the Alton Railway and Illuminating Company, as provided by statute, and it is further ordered by the Commission that the cost of the operation of said interlocking device, the said Alton Railway and Illuminating Company shall pay one-half, and said Chicago & Alton Railroad Company shall pay one-half. And, inasmuch as the statute only directs the Railroad and Warehouse Commission to prescribe by order a plan of the interlocking in case the parties are unable to agree, therefore it is further ordered that this petition be further held under consideration by the Commission pending the efforts of the petitioner and respondent to agree upon a plan of interlocking.

Adopted May 11th, A. D. 1896.

Attest:

W. S. CANTRELL
GEO. W. FITHIAN,
THOS. GAHAN,

Commissioners

J. W. YANTIS,

Secretary.

Chicago & Alton Railroad Company

vs.

Alton Railway & Illuminating Company.

Petition for the crossing of the said Alton Railway & Illuminating Company
over the tracks of the Chicago & Alton Railroad
Company in Alton, Illinois.

And now on this 29th day of May, 1896, come again the parties to the above entitled proceeding, upon the petition of the Alton Railway & Illuminating Company for a modification of the order heretofore made, to-wit: on the 11th of May, 1896, and the said cause coming on to be heard on said petition, and it appearing to the Commission that the parties hereto have reached an agreement as to the mode of protecting the crossings to be made by the Alton Railway and Illuminating Company over the tracks of the Chicago & Alton Railroad Company, and it appearing that the point hereinafter mentioned, to-wit: a point fifty-one (51) feet south of the property line of Second street, is less objectionable as a place of crossing than the point heretofore ordered, and it also appearing that the Chicago & Alton Railroad Company, while not waiving its objections to any crossings at grade, prefers that the crossing, if made at all, should be made at said point, fifty-one (51) feet south of the property line of Second street, it is, therefore, ordered and adjudged that the order of the 11th of May, A. D. 1896, be modified in respect of the place of crossing, and also in respect of the manner of protecting said crossing; and it is also ordered that the Alton Railway & Illuminating Company have permission to cross the tracks of the Chicago & Alton Railroad Company at grade at a point fifty-one (51) feet south of the south property line of Second street upon condition that the said Alton Railway & Illuminating Company protect said crossing by placing in their tracks the derailing device mentioned in the petition herein filed this day, and upon condition that it forever operate and maintain said protection in accordance with the petition herein made as follows: Said device shall be placed in the tracks of said Alton Railway & Illuminating Company, and of said company only, and it shall be placed on both sides of the track of the Chicago & Alton Railroad Company at a distance of fifty feet therefrom, and that said device shall be such as will keep the tracks of the Alton Railway & Illuminating Company open at all times except when a conductor or switchman of said Alton Railway & Illuminating Company shall close it for the purpose of making a crossing.

A plat of the place of crossing and a plan of the proposed crossing and derailing device are herewith filed and made a part of this order; and it is ordered that the said Alton Railway & Illuminating Company shall now and at all times strictly comply with the same, and that the permission to cross the tracks of the Chicago & Alton Railroad Company at grade at the point aforesaid, be given upon that express condition.

(Signed,)

W. S. CANTRELL,
THOMAS GAHAN.

Attest:

J. W. YANTIS, *Secretary*.

(SEAL.)

INTERLOCKING.

Illinois Central Railroad Company, *Petitioner*.

vs.

Wabash, Chester & Western Railroad Company, *Respondent*.

Protection of Crossing at Tamaroa, Illinois.

At a session of the Railroad and Warehouse Commission of the State of Illinois, begun and held at Chicago, Illinois, on the 3d day of September, 1896—present, W. S. Cantrell and Thomas Gahan, Commissioners; J. W. Yantis, Secretary, and Dwight C. Morgan, Consulting Engineer—the final order and decision of said Commission was duly rendered.

Be it remembered, that at a special session of the Railroad and Warehouse Commission of the State of Illinois, begun and held on Thursday, September 3d, 1896—present, W. S. Cantrell and Thomas Gahan, Commissioners; J. W. Yantis, Secretary, and Dwight C. Morgan, Consulting Engineer—came on to be heard and determined the petition by the Illinois Central Railroad Company against the Wabash, Chester & Western Railroad Company for the protection by a system of interlocking appliances or devices of the railroad crossing at Tamaroa, Perry county, Illinois.

C. V. Gwin, Esq., attorney, and Mr. J. E. Wallace, chief engineer of the Illinois Central Railroad Company, appearing for said company.

H. C. Horner, Esq., attorney, and Mr. C. B. Cole, general manager of the Wabash, Chester & Western Railroad Company, appearing for said company.

And the Commission, after hearing the evidence of petitioner and respondent and the argument of counsel, took said case under advisement, leave being granted both petitioner and respondent to file brief and argument in twenty (20) days.

And afterwards, to-wit, on the twenty-fifth (25th) day of November, A. D. 1896, this cause coming on again to be heard,—there being present, W. S. Cantrell, Chairman; Thomas Gahan, Commissioner; J. W. Yantis, Secretary, and Dwight C. Morgan, Consulting Engineer—and it appearing to the Commission that the respondent had not filed any briefs or arguments, and the Commission being fully advised in the premises:

Doth find from the evidence that the public safety requires that the crossings formed at Tamaroa, Perry county, Illinois, by the tracks and side tracks of the Illinois Central Railroad Company and the Wabash, Chester & Western Railroad Company shall be protected and operated by a system of interlocking appliances or devices.

It is therefore ordered by the Commission, that the said companies, the Illinois Central Railroad Company and the Wabash, Chester & Western Railroad Company, shall forthwith proceed to protect said crossings of all the main tracks, side tracks and switches of the said railroad companies respectively, at Tamaroa, Perry county, Illinois, by a system of interlocking appli-

ances and devices of the kind and description, and at the places and in the manner set forth and shown upon the blue print drawing and plan for applying an interlocking plant and device at said crossings, heretofore filed with this Commission, and approved by the Consulting Engineer of this Commission, a copy of which said plan is attached hereto, and is hereby made a part of this order. And said system of interlocking appliances or devices shall be erected, maintained and operated in accordance with the rules, regulations and requirements heretofore adopted, and now in force by this Commission.

It is further ordered by the Commission that each of said companies shall pay one-half the entire cost and expense of erecting, constructing and putting the interlocking device in place ready for use, including the cost of the tower house, and all appliances, materials, work, labor and expense incidental to the full completion and equipment of said interlocking system.

It is further ordered by the Commission that each of said companies shall pay one-half the cost of maintenance, repair and complete operation of said interlocking device at said crossings, both day and night, including the wages of the day and night towerman and all other employes, and all expenses incidental to the full and complete operation of said interlocking system.

It is further ordered that said companies shall construct the said interlocking device, and have the same in order and ready for use, within ninety days from the date of this order.

And it is further ordered that this petition be further held under consideration by this Commission pending the efforts of the petitioner and respondent to agree upon the character and cost of the device to be installed under this order.

W. S. CASTRELL,
THOMAS GAHAN,

Commissioners.

Dated this 25th day of November, A. D. 1896.

Attest:

J. W. YANTIS, *Secretary.*

RAILROAD LAWS OF ILLINOIS.

LAWS RELATING SPECIALLY TO RAILROADS.

Many requests have been made of the Commission for a copy of the law under which the Commission derives its authority. It not having heretofore been published separately, we have included the entire Chapter 114 of the Revised Statutes, entitled Railroads and Warehouses, in our Appendix which contains all the statutory enactments now in force.

CHAPTER 114.

RAILROADS AND WAREHOUSES.

INCORPORATION OF RAILROAD COMPANIES.

SECTION.

1. Corporators.
2. Articles of incorporation—record of same.
3. Form of articles.
4. Corporate powers—seal—copy of articles—evidence.
5. Limit of charter—renewal.
6. By-laws recorded.
7. Office in this State.
8. Directors—their election, etc.—classification—vacancy.
9. Called meetings.
10. Annual or other statements—rate of interest—loans—removal of officers—access to books.
11. When directors not elected on the day, etc.
12. Officers—their duties.
13. Payment of subscription to capital stock.
14. Stock personality—transfer of—use of funds.
15. Increase of capital stock—meetings—other business—record.
16. Liability of executor, etc.
17. Liability of stockholder.
18. Condemnation of property.
19. Acquiring material.
20. Laying out, constructing and using road—fix rates—borrow money.
21. What personal property.
22. Issue of stock and bonds limited.

SECTION.

23. Consolidation.
24. Annual report.
25. Power of Legislature.
26. Cumulative voting.
27. Rates when aid induced.
28. Limitation.
29. Repeal—saving—benefits of this act, etc.
30. Shall have public office—book with transfer of stock registered.
31. Fine for failure to comply.
32. Fines recovered in action of debt.
33. Duty of commissioners.
34. Fines to be used for county purposes.
35. Borrowing money by companies formed before March 1, 1872.
36. How concurrence of stockholders expressed.
37. Notice of meeting.
38. Resolution, etc., recorded.
39. What railroads may consolidate, and how.
40. Consolidation—when to take effect.
41. List of stockholders—rights saved.
42. Agreement for consolidation.
43. Emergency.
44. Operative contracts—property.
45. Connections.
46. Use of bridges.
47. Railroads in this State may purchase leased roads in adjoining states.
48. Repeal.
49. Power to own and use water craft.
50. Required to build and maintain depots.
51. Penalty.

CONTRACTS FOR SALE OR LEASE OF RAILROAD OR STREET CAR EQUIPMENT STOCK.

SECTION.

52. Contract to be in writing.
53. Contract not to invalidate prior contract.
54. Repeal.

RESIDENCE OF DIRECTORS.

55. Defines directors' residence.

UNION DEPOTS.

56. Who may form corporation.
57. Articles of association.
58. Certificate of incorporation.
59. Corporate powers defined.
60. Election of directors—term of office.
61. No discrimination against or in favor of roads.

FENCING AND OPERATING.

62. Fencing track.
63. Right of way clear of combustibles.
64. Allowing, etc., animals on right of way breaking fence, etc.
65. When company neglects to build or repair fences.
66. Adjoining owner may build and recover.
67. Boards at crossings.
68. Bell and whistle—crossings.
69. Killing stock—frightening team.
70. Starting train without signal.
71. Approaches at crossings.
72. Neglect to make, etc., crossings—notice.
73. When company neglects—authorities to construct, etc.
74. Company to pay expense and \$100.
75. Draw-bridge, railroad crossing, etc.—stop.
76. Penalty.
- 76a. Two or more railroads crossing each other on same level—requirements.
- 76b. Civil engineer to examine system, etc.—compensation.
77. Not to obstruct highway—stoning, etc., train.
78. Penalty.
79. Minors to keep off cars.
80. Railroad agent, etc., to make complaint.
81. Penalty.
82. Three preceeding sections posted.
83. No freight, etc., cars behind passenger.
84. Must furnish cars, etc., and transport passengers and freight.
85. Depots to be kept open—penalty.
86. Texas cattle.
87. Speed through cities, etc.—damages.
88. Time of stop at stations.
89. Brakeman, etc., on passenger cars.

SECTION.

90. Brakeman on freight cars.
91. Damages—penalty.
92. Checks or receipts for baggage.
93. Baggage smashing.
94. Putting off passenger.
95. Badge.
96. Common law liability not to be limited.
97. To furnish ax, saw, sledge, etc., for each car.
98. Couplings.
99. Flagmen—shelter.
100. Penalties.
101. "Corporation" defined.
102. Not to apply to street railroads.
103. Fires by locomotives.
104. Act takes effect.
105. Conductors to have police powers.
106. Ejection of passengers from train.
107. When passenger may be arrested.
108. Engineer not to abandon engine.
109. Persons obstructing business of railway punished by fine.
110. Conspiracy to impede business punished by fine.
111. Construction of act.
112. Railroad, steamboat, etc., owner to furnish certificate of authority to ticket agents.
113. Other persons not to sell tickets.
114. Penalty for violating.
115. Agent to exhibit certificate of authority.
116. Railroad, etc., owner to provide for redemption of tickets.
117. Penalty for failure to redeem tickets.

RECEIVING, CARRYING AND DELIVERING GRAIN.

118. Receive and carry grain without distinction—weighing in—receipt—weighing out—shrinkage—damages—evidence—shortage.
119. Scales—weighing—penalties.
120. Delivery—penalty.
121. Right to change consignment.
122. Receiving on track—rights of owners saved.
123. Receipt and delivery at crossings.

EXTORTION AND UNJUST DISCRIMINATION.

124. Extortion.
125. Unjust discrimination.
126. Evidence.
127. Penalties.
128. Proceedings to recover fines.
129. Damages.
130. Duties of railroad and warehouse commissioners.
131. Schedules.
132. Evidence—fines—practice.
133. "Railroad corporation" defined.

WAREHOUSES.

SECTION.

134. Classified.
135. "Classes" defined.
136. License.
137. Bond.
138. Penalty for doing business without license.
139. Not to discriminate—not to mix grade—receipts.
140. Manner of issuing receipts.
141. Canceling receipts.
142. Further of issuing and canceling receipts.
143. Not to limit liability.
144. Delivery of property.
145. Posting grain in store—statement to registrar—daily publication—cancelled receipts.
146. Chief inspector—his duties—assistant—chief's oath and bond—assistant's oath and bond—rules of inspection—charges—pay of inspectors and employees—appointment of registrar and his assistants—general supervision—pay, etc.—removal from office—expenses, how paid.
147. Rates of storage.
148. Loss by fire, heating—order of delivery—grain out of condition.
149. Tampering with grain stored—private bins—drying, cleaning, moving.
150. Examination of grain and scales—incorrect scales.
151. Grain must be inspected.
152. Assuming to act as inspector—misconduct of inspector—influencing.
153. Owner dissatisfied with inspection—his rights.
154. Combination.
155. Suits.
156. Warehouse receipts negotiable.
157. False receipts—fraudulent removal of grain.
158. Common law remedy saved.
159. Printed copy of act posted.
160. Repeal.
161. Commissioners to establish grades.
162. Committee of appeals.
163. Appeals—notice.
164. Fees.
165. Registered for collection—inspection fees.
166. Repeal.

RAILROAD AND WAREHOUSE COMMISSIONERS.

167. Appointment—term of office.
168. Qualifications.
169. Oath—bond.
170. Compensation—secretary—office—expenses.

—23 R. R.

SECTION.

171. Right to pass on trains, etc.
172. Report of railroads.
173. Additional inquiries.
174. Applies to officers of road.
175. Statement by warehousemen.
176. Report of commissioners—examinations.
177. Examinations of railroads and warehouses—suits.
- 177a. When board to investigate cause of accident on railroad—bridge, etc., out of repair—mandamus—proceedings by attorney general.
178. Cancellation of warehouse licenses.
179. Power to examine books, etc.
180. May examine witnesses, etc.
181. Penalty against witnesses.
182. Penalty against railroad companies, etc.
183. Attorney general and state's attorney to prosecute.
184. In name of people—pay *qui tam* actions.
185. Rights of individuals saved.
- 185a. Seal—records—how authenticated.
186. Weighmaster—appointment of.
187. Duties of.
188. Fix fees.
189. Weighmaster—qualifications—bond—compensation.
190. May adopt rules.
191. Neglect of duty—penalty.

WEIGHING GRAIN IN BULK.

192. Road receiving for transportation shall furnish suitable appliances for weighing, etc.
193. Where original car runs through without transfer.
194. Liability of railroad company for neglect or failure—proceedings.
195. Penalty, how recovered.

TO INCREASE POWERS OF RAILROAD CORPORATIONS.

196. Consolidation of railroad corporations.
197. Consolidated company—body corporate—powers of—Illinois Central.

ACTS OF 1889.

198. Drawback check—redemption of.
199. The term "railroad corporation."
200. Removal of journal bearings, etc.—penalty.

RELOCATION OF RAILROAD TO RUN THROUGH COUNTY SEAT.

201. Relocation of railroad—county seat.
202. Relocation—running trains—main line—depot.
203. Accepting provisions of act—to maintain depot, etc.
204. Power of corporation making change—condemnation.

RAILROAD CROSSINGS.

SECTIONS.

295. The crossing of a railroad and other roads.
296. Expense of construction of crossings.
297. Protecting crossings—how paid for—other necessary devices.
298. When a grade crossing is to be closed—how and at the expense of the railroad.

SET.

299. Admission to hear petition—interlocking signals, etc.—cost.
300. Admission to inspect plant—may issue permit to run crossing without stopping.
301. Penalty for not complying with order.
302. Expenses—how paid.
303. What crossing within meaning of act.

INCORPORATION OF RAILROAD COMPANIES.

§ 1. Any board of directors or other associations that may be organized for the purpose of constructing, maintaining and operating the same for prescribing regulations therefor, for the use of the powers of stock corporations when so organized, or for the purpose of owning and holding the same, or for the purpose of owning and holding the same for the purpose of connecting lines of railroad, may incorporate under the laws of this State, and may do so on or after July 1, 1877.

§ 2. Any board of directors or other associations that may be organized for the purpose of constructing, maintaining and operating the same for prescribing regulations therefor, for the use of the powers of stock corporations when so organized, or for the purpose of owning and holding the same, or for the purpose of owning and holding the same for the purpose of connecting lines of railroad, may incorporate under the laws of this State, and may do so on or after July 1, 1877. In force July 1, 1877. Ch. 1877, p. 177.

§ 2. ARTICLES OF INCORPORATION—RECORD OF SAME.] § 2. Such persons shall organize by adopting and signing articles of incorporation, which shall be recorded in the office of the recorder of deeds in each county through or into which such railway is proposed to be run, and in the office of the Secretary of State. [See c. 6, 15.]

§ 3. FORM OF ARTICLES.] § 3. Such articles shall contain:

First—The name of the proposed corporation.

Second—The places from and to which it is intended to construct the proposed railway.

Third—The place at which shall be established and maintained the principal business office of such proposed corporation.

Fourth—The time of the commencement and the period of the continuance of such proposed corporation.

Fifth—The amount of the capital stock of such corporation.

Sixth—The names and places of residence of the several persons forming the association for incorporation.

Seventh—The names of the members of the first board of directors, and in what officers or persons the government of the proposed corporation and the management of its affairs shall be vested.

Eighth—The number and amount of shares in the capital stock of such proposed corporation.

§ 4. CORPORATE POWERS—SEAL—COPY OF ARTICLES—EVIDENCE.] § 4. When the articles shall have been filed and recorded as aforesaid, the persons named as incorporators therein shall thereupon become and be deemed a body corporate, and shall thereupon be authorized to proceed to carry into effect the objects set forth in such articles, in accordance with the provisions of

this act. As such body corporate they shall have succession, and in their corporate name may sue and be sued, plead and be impleaded. The said corporation may have and use a common seal, which it may alter at pleasure; may declare the interests of its stockholders transferable, establish by-laws, and make all rules and regulations deemed necessary for the management of its affairs in accordance with law. A copy of any articles or incorporations filed and recorded in pursuance with this act, or of the record thereof, and certified to be a copy by the Secretary of State, or his deputy, shall be presumptive evidence of the incorporation of such company and of the facts therein stated.

5. **LIMIT OF CHARTER—RENEWAL.]** § 5. No such corporation shall be formed to continue more than fifty years in the first instance, but such corporation may be renewed from time to time, in such manner as may be provided by law, for periods not longer than fifty years; *Provided*, that three-fourths of the votes cast at any regular election for that purpose shall be in favor of such renewal, and those desiring a renewal shall purchase the stock of the corporation thereunto at its current value.

6. **BY-LAWS RECORDED.]** § 6. A copy of the by-laws of the corporation, as adopted, shall be recorded as provided for the recording of the articles of incorporation in section 2 of this act; and all amendments and additions thereto, when certified, shall also be recorded as herein provided, within ninety days after the adoption thereof.

7. **OFFICE IN THIS STATE.]** § 7. Every such corporation organized under the provisions of this act shall have and maintain a public office or place in this State for the transaction of its business, where transfers of all its stock shall be made, and in which shall be kept for public inspection books, wherein shall be recorded the amount of capital stock subscribed and by whom, the names of the owners of its stock, the number of shares held by each person, and the number by which each of said shares is respectively designated, and the amounts owned by them respectively, the amount of stock paid in, and by whom, the transfers of said stock, the amount of its assets and liabilities, and the names and places of residence of all its officers. [See Const., art. II, § 9.]

8. **DIRECTORS—THEIR ELECTION AND CLASSIFICATION—VACANCY.]** § 8. All the corporate powers of every such corporation shall be vested in and be exercised by a board of directors, who shall be stockholders of the corporation, and shall be elected at the annual meetings of stockholders at the public office of such corporation within this State. The number of such directors, the manner of their election, and the mode of filling vacancies, shall be specified in the by-laws, and shall not be changed except at the annual meetings of the stockholders. The first board of directors shall classify themselves by lot in such manner that there shall be, as nearly as practicable, three directors in each class. Those belonging to the first class shall go out of office at the end of one year, those of the second class at the end of two years, and in like manner those of each class shall go out of office at the expiration of a number of years corresponding to the number of his class; and all vacancies occurring by reason of expiration of term shall be filled by election for a term of years equal to the number of classes. [See § 11, 26.]

9. **CALLS MEETINGS.]** § 9. A meeting may be called at any time during the interval between such annual meetings, by the directors, or by the stockholders owning not less than one-fourth of the stock, by giving thirty days' public notice of the time and place of such meeting in some newspaper published in each county through or into which the said railway shall run, or be intended to run, provided there be a newspaper published in each of the counties aforesaid; and if, at any such special meeting so called, a majority in value of the stockholders equal to two-thirds of the stock of such corporation, shall not be represented in person or by proxy, such meeting shall be adjourned from day to day, not exceeding three days, without transacting any business; and if, within said three days, two-thirds in value of such stock shall not be represented at such meeting, then the meeting shall be adjourned, and a new call may be given and notified as hereinbefore provided. [See § 15,

10. ANNUAL AND OTHER STATEMENTS.] § 10. At the regular annual meeting of the stockholders of any corporation organized under the provisions of this act, it shall be the duty of the president and directors to exhibit a full, distinct and accurate statement of the affairs of the said corporation: and at any meeting of the stockholders, or a majority of those present (in person or by proxy,) may require similar statements from the president and directors, whose duty it shall be to furnish such statements when required in manner aforesaid.

RATE OF INTEREST—LOANS.] And at all general meetings of the stockholders, a majority in value of the stockholders of any such corporation may fix the rates of interest which shall be paid by the corporation for loans for the construction of such railway and its appendages, and the amount of such loans.

REMOVAL OF OFFICERS.] At any special meeting, by a two-thirds vote in value of all the stock, such stockholders may remove any president, director or other officer of such corporation, and elect others instead of those so removed.

ACCESS TO BOOKS.] All stockholders shall, at all reasonable hours, have access to and may examine all the books, records and papers of such corporation.

11. WHEN DIRECTORS NOT ELECTED ON THE DAY, ETC.) § 11. In case it shall happen, at any time, that an election of directors shall not be made on the day designated by the by-laws of such corporation for that purpose, the corporation, for such cause, shall not be dissolved, if within ninety days thereafter the stockholders shall meet and hold an election for directors in such manner as shall be provided by the by-laws of such corporation: *Provided*, that it shall require a majority in value of the stock of such corporation to elect any member of such board of directors, and a majority of such board of directors shall be citizens and residents of this State.

12. OFFICERS—THEIR DUTIES.] § 12. There shall be a president of such corporation, who shall be chosen by and from the board of directors, and such other subordinate officers as such corporation, by its by-laws, may designate, who may be elected or appointed, and shall perform such duties and be required to give such security for the faithful performance thereof as such corporation, by its by-laws, shall require, provided that it shall require a majority of the directors to elect or appoint any officer.

13. PAYMENT OF SUBSCRIPTIONS TO CAPITAL STOCK.] § 13. The directors of such corporation may require the subscribers to the capital stock of such corporation to pay the amount by them respectively subscribed, in such manner and in such installments as they may deem proper. If any stockholder shall neglect to pay any installment as required by a resolution or order of such board of directors, the said board shall be authorized to declare such stock and all previous payments thereon forfeited for the use of the corporation; but the said board of directors shall not declare such stock so forfeited until they shall have caused a notice in writing to be served on such stockholder personally, or by depositing the same in a post office, properly directed to the post office address of such stockholder, or if he be dead, to his legal representatives, with necessary postage for its transmittal properly prepaid, stating therein that in accordance with such resolution, or order, he is requested to make such payment, at a time and place and in the manner to be specified in such notice, and that if he fails to make the same in the manner requested, his stock and all previous payments thereon will be forfeited for the use of such corporation, and thereafter such corporation, should default in payment be made, may sell the same and issue new certificates of stock therefor: *Provided*, that the notice as aforesaid shall be personally served or duly deposited, as above required, at least sixty days previous to the day on which such payment is required to be made.

14. STOCK PERSONALTY—TRANSFER OF—USE OF FUNDS.] § 14. The stock of such corporation shall be deemed personal estate and shall be transferable in the manner prescribed by the by-laws of such corporation. But no shares shall be transferable until all previous calls thereon shall have been

paid; and it shall not be lawful for such corporation to use any of the funds thereof in the purchase of its own stock, or that of any other corporation, or to loan any of its funds to any director or other officer thereof, or to permit them or any of them to use the same for any other than the legitimate purposes of such corporation: *Provided, however,* that any railroad company incorporated and organized or that may hereafter be incorporated or organized under any general or special law of this State, and operating a railroad which now connects or hereafter may connect at any point with any railroad of any other state, shall have power, acting by itself, or jointly with another company or companies, to own and hold the stock and securities of the corporation owning said connecting road, or any part thereof; such ownership or holding to comprise at least two-thirds in amount of the stock of such corporation; but in case of the purchase of stock the company or companies so purchasing shall take and pay for all the shares of the company whose stock is so purchased that may be offered, and the terms of purchase of all shares shall be the same to all stockholders. [As amended by act approved June 2, 1891. In force July 1, 1891. L. 1891, p. 185.]

15. INCREASE OF CAPITAL STOCK—MEETINGS—OTHER BUSINESS.] § 15. In case the capital stock of any such corporation shall be found insufficient for constructing and operating its road, such corporation may, with the concurrence of two-thirds in value of all its stock, increase its capital stock, from time to time, to any amount required for the purpose aforesaid. Such increase shall be sanctioned by a vote in person or by proxy, of two-thirds in amount of all the stock of such corporation, at a meeting of such stockholders called by the directors of the corporation for such purpose, by giving notice in writing to each stockholder, to be served personally or by depositing the same in a post office directed to the post office address of each of said stockholders severally, with necessary postage for the transmittal of the same, prepaid, at least sixty days prior to the day appointed for such meeting, and by advertising the same in some newspaper published in each county through or into which the said road shall run or be intended to run (if any newspaper shall be published therein), at least sixty days prior to the day appointed for such meeting. Such notice shall state the time and place of the meeting, the object thereof, and the amount to which it is proposed to increase such capital stock, and at such meeting the corporate stock of such corporation may be so increased, by a vote of two-thirds in amount of the corporate stock of such corporation, to an amount not exceeding the amount mentioned in the notices so given. Should the directors of any such corporation desire at any time to call a special meeting of the stockholders, for any other necessary purpose, the same may be done in the manner in this section provided, and if such meeting be attended by the owners of two-thirds in amount of the stock, in person or by proxy, any other necessary business of such corporation may be then transacted, except the altering, amending or adding to the by-laws of such corporation: *Provided,* such business shall have been specified in the notices given. And the proceedings of any such meeting shall be entered on the journal of the proceedings of such corporation. Every order or resolution increasing capital stock of any such corporation, shall be duly recorded as required in section 2 of this act.

16. LIABILITY OF EXECUTOR, ETC.] § 15½. No person holding stock in any such corporation as executor, administrator, guardian or trustee, and no person holding such stock as collateral security, shall be personally subject to any liability as stockholders of such corporation; but the person pledging the stock shall be considered as holding the same, and shall be liable as stockholder accordingly.

17. LIABILITY OF STOCKHOLDER.] § 16. Each stockholder of any corporation formed under the provisions of this act, shall be held individually liable to the creditors of such corporation to an amount not exceeding the amount unpaid on the stock held by him, for any and all debts and liabilities of such corporation, until the whole amount of the capital stock of such corporation so held by him shall have been paid.

18. CONDEMNATION OF PROPERTY.] § 17. If any such corporation shall be unable to agree with the owner for the purchase of any real estate required for the purposes of its incorporation, or the transaction of its business,

or for its depots, station buildings, machine and repair shops, or for right of way or any other lawful purpose connected with or necessary to the building, operating or running of said road, such corporation may acquire such title in the manner that may be now or hereafter provided for by any law of eminent domain.

19. ACQUIRING MATERIAL.] § 18. Any such corporation may, by their agents and employes, enter upon and take from any land adjacent to its road, earth, gravel, stone, or other materials, except fuel and wood, necessary for the construction of such railway, paying, if the owner of such land and the said corporation can agree thereto, the value of such material taken and the amount of damage occasioned thereby to any such land or its appurtenances; and if such owner and corporation can not agree, then the value of such material, and the damage occasioned to such real estate, may be ascertained, determined and paid in the manner that may now or hereafter be provided by any law of eminent domain, but the value of such materials, and the damages to such real estate, shall be ascertained, determined and paid for before such corporation can enter upon or take the same.

20. LAYING OUT, CONSTRUCTING AND USING ROADS—FIX RATES—BORROW MONEY.] § 19. Every corporation formed under this act shall, in addition to the powers hereinbefore conferred, have power:

First—To cause such examination and survey for its proposed railway to be made as may be necessary to the selection of the most advantageous route; and for such purpose, by its officers, agents or servants, may enter upon the lands or waters of any person or corporation, but subject to responsibility for all damages which shall be occasioned thereby.

Second—To take and hold such voluntary grants of real estate and other property as shall be made to it, in aid of the construction and use of its railway, and to convey the same when no longer required for the uses of such railway, not incompatible with the terms of the original grant.

Third—To purchase, hold and use all such real estate and other property as may be necessary for the construction and use of its railway, and the stations and other accommodations necessary to accomplish the object of its incorporation, and to convey the same when no longer required for the use of such railway.

Fourth—To lay out its road, not exceeding one hundred feet in width, and to construct the same; and for the purpose of cuttings and embankments, to take as much more land as may be necessary for the proper construction and security of the railway; and to cut down any standing trees that may be in danger of falling upon or obstructing the railway, making compensation therefor in manner provided by law.

Fifth—To construct its railway across, along or upon any stream of water, water-course, street, highway, plank road, turnpike or canal, which the route of such railway shall intersect or touch; but such corporation shall restore the stream, water-course, street, highway, plank road and turnpike thus intersected or touched, to its former state, or to such state as not unnecessarily to have impaired its usefulness, and keep such crossing in repair: *Provided*, that in no case shall any railroad company construct a roadbed without first constructing the necessary culverts or sluices, as the natural lay of the land requires for the necessary drainage thereof. Nothing in this act contained shall be construed to authorize the erection of any bridge, or any other obstruction, across or over any stream navigated by steamboats, at the place where any bridge or other obstructions may be proposed to be placed, so as to prevent the navigation of such stream; nor to authorize the construction of any railroad upon or across any street in any city, or incorporated town or village, without the assent of the corporation of such city, town or village: *Provided*, that in case of the constructing of said railway along highways, plank roads, turnpikes or canals, such railway shall either first obtain the consent of the lawful authorities having control or jurisdiction of the same, or condemn the same under the provisions of any eminent domain law now or hereafter in force in this State. [See "Cities," etc., ch. 24, § 62, items 26, 27, 90.]

Sixth—To cross, intersect, join and unite its railways with any other railway before constructed, at any point in its route, and upon the grounds of such other railway company, with the necessary turnouts, sidings and switches, and other conveniences, in furtherance of the objects of its connections; and every corporation whose railway is or shall be hereafter intersected by any new railway, shall unite with the corporation owning such new railway in forming such intersections and connections, and grant the facilities aforesaid; and if the two corporations can not agree upon the amount of compensation to be made therefor, or the points and manner of such crossings and connections, the same shall be ascertained and determined in manner prescribed by law.

Seventh—To receive and convey persons and property on its railway by the power and force of steam or animals, or by any mechanical power.

Eighth—To erect and maintain all necessary and convenient buildings and stations, fixtures and machinery, for the construction, accommodation and use of passengers, freights and business interests, or which may be necessary for the construction or operation of said railway.

Ninth—To regulate the time and manner in which passengers and property shall be transported, and the compensation to be paid therefor, subject, nevertheless, to the provisions of any law that may now or hereafter be enacted. [See § 25, 27.

Tenth—From time to time, to borrow such sums of money as may be necessary for completing, finishing, improving or operating any such railway, and to issue and dispose of its bonds for any amount so borrowed, and to mortgage its corporate property and franchises to secure the payment of any debt contracted by such corporation for the purposes aforesaid; but the concurrence of the holders of two-thirds in amount of the stock of such corporation, to be expressed in the manner and under all the conditions provided in the fifteenth section of this act, shall be necessary to the validity of any such mortgage; and the order or resolution for such mortgage shall be recorded as provided in the second section of this act; and the directors of such corporation shall be empowered, in pursuance to any such order or resolution, to confer on any holder of any bond for money so borrowed, as aforesaid, the right to convert the principal due or owing thereon into stock of such corporation, at any time not exceeding ten years after the date of such bond, under such regulations as may be provided in the by-laws of such corporation. [See § 30-33.

21. WHAT PERSONAL PROPERTY.] § 20. The rolling stock and all other movable property belonging to any such corporation, shall be considered personal property, and shall be liable to execution and sale, in the same manner as the personal property of individuals. [See Const., art. II, § 19.

22. ISSUE OF STOCK AND BONDS LIMITED.] § 21. No such corporation shall issue any stock or bonds, except for money, labor or property actually received and applied to the purposes for which such corporation was organized. All stock dividends, and other fictitious increase of the capital stock or indebtedness of any such corporation, shall be void. [See Const., art. II, § 13.

23. CONSOLIDATION.] § 22. No such corporation shall consolidate its capital stock with any other railway owning a parallel or competing line. And in no case shall any consolidation take place, except upon sixty days' notice thereof given, which notice shall be given in manner and form as prescribed in the fifteenth section of this act. [See Const., art. II, § 11.

24. ANNUAL REPORT.] § 23. The directors of every such corporation shall annually make a report, under oath, to the Auditor of Public Accounts, and to such other officers as may be designated by law, of all its actings and doings, which, in part shall include such matters relating to such corporations as may be now or hereafter prescribed by law. [See Const., art. II, § 9.

25. POWER OF LEGISLATURE.] § 24. The General Assembly shall have power to enact, from time to time, laws to prevent and correct abuses, and to prevent unjust discriminations and extortions in the rates of freight and pas-

senger tariff, and to establish reasonable maximum rates of charges for the transportation of persons or property on any railway that may be constructed under the provisions of this act, and to enforce such laws by adequate penalties to the extent, if necessary for that purpose, of forfeiture of the property and franchises of any such corporation. [See Const., art. 11, § 15.]

26. CUMULATIVE VOTING.] § 25. In all elections for directors or managers of such railway corporations, every stockholder shall have the right to vote, in person or by proxy, for the number of shares of stock owned by him, for as many persons as there are directors or managers to be elected, or to cumulate said shares, and give one candidate as many votes as the number of directors, multiplied by the number of his shares of stock, shall equal; or to distribute them, on the same principle, among as many candidates as he shall think fit; and such directors or managers shall not be elected in any other manner. [See § 8; also, Const., art. 11, § 3.]

27. RATES WHEN AID INDUCED.] § 25¹². In all cases when any corporation organized under this act to induce aid in its construction, either by donation or subscription to its capital stock, shall desire to fix the rates for any period of time for the transportation of passengers or freight, such corporation may adopt a resolution fixing such rates, and the time for which the same is to be fixed, and have the same recorded in the office of the recorder of deeds in the several counties through which said road is proposed to run; and during the time for which they are fixed, said rates shall in no case be amended by said corporation or its successors: *Provided*, that said rates shall not exceed the rates allowed by law.

28. LIMITATION.] § 26. If any railway corporation organized under this act, shall not, within two years after its articles of association shall be filed and recorded as provided in the second section of this act, begin the construction of its road, and expend thereon twenty-five per cent. on the amount of its capital, within five years after the date of its organization, or shall not finish the road and put it in operation within ten years from the date of filing its articles of association, as aforesaid, its corporate existence and powers shall cease.

29. REPEAL—SAVING—BENEFITS OF THIS ACT, ETC.] § 27. That an act entitled "An act to amend 'An act to provide for a general system of railroad incorporations,' approved November 5, 1849," approved February 13, 1857, and also of an act entitled "An act to provide for a general system of railroad incorporations," approved November 5, 1849, except the sections of the last named act numbered 34, 35, 36, 37, 38, 39, 40, 41, 42 and 45,* and all laws in conflict with the provisions of this act, be and the same are hereby repealed: *Provided, however*, that all general laws of this State in relation to railroad corporations, and the powers and duties thereof, so far as the same are not inconsistent with the provisions of this act, shall remain in force and be applicable to railroad incorporations organized under this act. The repeal of the acts and parts of acts mentioned in this section shall not be construed so as to affect any rights acquired thereunder; but all corporations formed or attempted to be formed under such acts or parts of acts, notwithstanding any defects or omissions in their articles of association, may, if they will adopt or have adopted this act, be entitled to proceed thereunder, and have all the benefits of this act; and all such corporations that have adopted or that will adopt this act, are hereby declared legal and valid corporations, within the provisions of this act, from the date of the filing of their respective articles of association. And the fixing of the termini by any such corporation shall have the same effect as if fixed by the General Assembly: *Provided*, that all corporations to which this act shall apply shall be held liable for, and shall carry out and fulfill all contracts made by them, or for, or on their behalf, or of which they have received the benefit, whether such corporation, at the time of the making of such contract or contracts, was organized, or had attempted to organize, under the general laws of the State of Illinois, or not; whether said contract was for right of way, work and labor done, or materials furnished, or for the running of trains or carrying passengers or freight upon such road, or upon any other road in connection therewith. And if such

*NOTE.—The whole of said act of Nov. 5, 1849, repealed March 31, 1871. See ch. 131, No. 135.

corporation has or does take possession of or use such right of way, labor or material so furnished by other persons or corporations, it shall be evidence of its acceptance of such contract so entered into by such person or corporation with said persons or corporations for its benefit. And upon said corporation failing to pay said sum as it ought equitably to pay for such right of way, labor or materials, or fail to carry out such contracts as aforesaid, so made with persons or corporations, it shall be held liable in any action at law or in chancery for the recovery of the value of said right of way, labor or materials, and for damages for non-fulfillment of such contract, in any court of competent jurisdiction in any county through which the road of such corporation may be located: *And, provided, further*, that this act shall not in any manner legalize the subscription of any township, county or city to the capital stock of any railroad company, nor authorize the issuing of any bonds by any township, city or county in payment of any subscription or donation. [As amended by act approved April 26, 1873. In force July 1, 1873.]

AN ACT to require railroad corporations to have and maintain a public office, or place in the State of Illinois where transfers of stock may be made, and to enforce the provisions of section nine (9), article eleven (11) of the Constitution of Illinois. [Approved June 18, 1883. In force July 1, 1883. L. 1883, p. 128; Legal News Ed., p. 102.]

30. SHALL HAVE PUBLIC OFFICE—BOOK WITH TRANSFERS OF STOCK REGISTERED.] § 1. *Be it enacted by the people of the State of Illinois, represented in the General Assembly:* Each and every railroad corporation, organized or doing business in this State, under the laws or authority thereof, shall have and maintain a public office, or place in this State for the transaction of its business, where transfers of shares of its stock shall be made by such railroad corporation, upon the request of the owner of shares thereof, presenting the certificate thereof. Every such railroad corporation shall keep a book in which the transfers of shares of its stock shall be registered, and another book containing the names of its stockholders, which book shall be open to the examination of the stockholders.

31. FINES FOR FAILURE TO COMPLY.] § 2. Any railroad corporation—organized or doing business in this State under the laws or authority thereof, or failing to comply with the provisions of section one (1) of this act, within ninety (90) days after the taking effect of this act, shall upon conviction thereof, be fined in any sum not less than one thousand dollars (\$1,000), nor more than two thousand dollars (\$2,000). In case any such railroad corporation shall fail to comply with the provisions of said section one (1) within six months after the taking effect of this act it shall, upon conviction thereof, be fined in any sum not less than two thousand dollars (\$2,000) nor more than four thousand dollars (\$4,000); and for every year after the taking effect of this act, any such railroad corporation shall fail to comply with the provisions of said section one (1), it shall, upon conviction, be fined not less than four thousand dollars (\$4,000); *Provided*, that in all cases under this act either party shall have the right of trial by jury.

32. FINES RECOVERED IN ACTION OF DEBT.] § 3. The fines hereinbefore provided for may be recovered in an action of debt in the name of the People of the State of Illinois.

33. DUTY OF COMMISSIONERS.] § 4. It shall be the duty of the Railroad and Warehouse Commissioners to personally investigate and ascertain whether the provisions of this act are violated by any railroad corporation in this State; and whenever the facts in any manner ascertained by said commissioners shall, in their judgment, warrant such prosecution, it shall be the duty of said commissioners to immediately cause suits to be commenced and prosecuted against any railroad corporation which may violate the provisions of this act. Said suits and prosecutions may be instituted in any county in this State, through or into which the line of the railroad corporation sued for violating this act may extend. And such Railroad and Warehouse Commissioners are hereby authorized to employ counsel to assist the Attorney General in conducting such suit on behalf of the State. No such suits commenced by said commissioners shall be dismissed, except said Railroad and Warehouse Commissioners and the Attorney General shall consent thereto.

34. FINES TO BE USED FOR COUNTY PURPOSES.] § 5. All fines recovered under the provisions of this act shall be paid into the county treasury of the county in which the suit is tried, by the person collecting the same in the manner now provided by law, to be used for county purposes.

AN ACT to enable railroad companies to borrow money and to mortgage their property and franchises therefor. [Approved May 7, 1873. In force July 1, 1873.]

35. BORROWING MONEY BY COMPANIES FORMED BEFORE MARCH 1, 1872.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That every railroad company organized under any law or laws of this State in force before the first day of March A. D. 1872, is hereby empowered from time to time to borrow such sums of money as may be necessary for completing, furnishing and improving or operating any such railroad, and to issue and dispose of its bonds for any amount so borrowed and to mortgage its corporate property and franchises to secure the payment of any debt contracted by such corporation for the purposes aforesaid; but the concurrence of the holders of two-thirds in amount of the stock of such corporation—to be expressed in the manner hereinafter provided—shall be necessary to the validity of any such mortgage; and the order or resolution for such mortgage shall be recorded as provided in this act; and the directors of such corporation shall be empowered, in pursuance of any such order or resolution, to confer on any holder of any bond, for money so borrowed as aforesaid, the right to convert the principal due or owing thereon into stock of such corporation at any time not exceeding ten years after the date of such bond, under such regulation as may be provided in the by-laws of such corporation.

36. HOW CONCURRENCE OF STOCKHOLDERS EXPRESSED.] § 2. The concurrence of the holders of at least two-thirds in amount of the capital stock of such corporation in the creation of any such debt and the execution of any such mortgages, shall be made manifest by the votes cast by such stockholders in person or by proxy, on the passage of appropriate orders or resolutions at a meeting of the stockholders of such corporation, called by the directors thereof for such purpose.

37. NOTICE OF MEETING.] § 3. The directors of such corporation shall give notice of such meeting by causing written or printed notices thereof to be either personally served upon or duly mailed (postage prepaid) to such stockholders whose names and address shall be known to said directors, such notices to be so mailed at least sixty days before the time fixed for such meetings. The said notices shall state the time and place of such meeting and the purpose thereof, as well as the amount of the proposed indebtedness. The said directors shall cause like notices to be inserted in some newspaper published in each county through which said road shall run (if any newspaper shall be published therein) at least sixty days prior to the day appointed for such meeting.

38. RESOLUTIONS, ETC., RECORDED.] § 4. When such meeting shall be held, the resolution or order authorizing the creating of such indebtedness, and the execution of the mortgage to secure the same, together with the result of the vote thereon, shall be recorded in the office of the recorder of deeds of each county through which said road shall run, and shall also be recorded in the office of the Secretary of State.

RAILROADS—CONSOLIDATION.

AN ACT to provide for the consolidation of certain railroad corporations. [Approved June 11, 1883. In force July 1, 1883. L. 1883, p. 124; Legal News Ed., p. 101.]

39. WHAT RAILROADS MAY CONSOLIDATE, AND HOW.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* Whenever any railroad which is situated partly in this State and partly in one or more other states, and heretofore owned by a corporation formed by consolidation of railroad corporations of this and other states has been sold pur-

suant to the decree of any court or courts of competent jurisdiction, and the same has been purchased as an entirety, and is now, or hereafter may be, held in the name or as the property of two or more corporations incorporated respectively under the laws of two or more of the states in which said railroad is situated, it shall be lawful for the corporation so created in this State to consolidate its property, franchises and capital stock of the corporation or corporations of such other state or states in which the remainder of such railroad is situated, and upon such terms as may be agreed upon between the directors, and approved by the stockholders owning not less than two-thirds in amount of the capital stock of the corporations. Such approval may be given by the stockholders of such corporation of this State at any time, in writing or by vote, at any annual or special meeting, upon sixty days' notice given by publication in any newspaper published in the county where the general office of such company is situated, and such meeting is to be held: *Provided*, that no consolidation shall take place with any railroad owning a parallel or competing line; and a majority of the directors of such consolidated company shall be citizens and residents of this State; and where the line of the road of the original company has been located in this State and aid in the construction thereof voted by any municipality by way of subscription or donation and received by the company, and the road so located not yet completed, then the consolidated company shall have no power or right to change such line as so located so as to make the same substantially different from the line so located at the time the aid was voted.

40. WHEN CONSOLIDATION TO TAKE EFFECT.] § 2. Such consolidation shall take effect upon the filing and recording of such articles of consolidation in the office of the Secretary of State of the State of Illinois, and a certified copy thereof in the office of the recorder of the various counties in which said railroad is situated. A certified copy of such articles of consolidation, under seal of the Secretary of State, shall be deemed and taken to be *prima facie* evidence of the existence of said consolidated corporation.

41. LIST OF STOCKHOLDERS—RIGHTS SAVED.] § 3. Such consolidated corporation shall at all times keep a general office within this State at which shall be kept a complete list of stockholders of such corporation, their places of residence, the amount of stock owned by each, and where the stock of such corporation may be registered and transferred: *Provided*, that nothing contained in this bill shall be construed to impair or affect the rights of any party holding unsettled claims against any of the corporations to be consolidated.

AN ACT authorizing railroad companies in consolidating so as to form an inter-state line to fix the terms and conditions of such consolidation and to retire their preferred stock, and to provide for the issue of new preferred stock and fix the par value thereof. [Approved and in force June 17, 1893. L. 1893, p. 166.]

42. § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That when any railroad company, formed by the consolidation of any company or companies of this State with a company or companies of another state or states, shall make a further consolidation with a company or companies of another state or states, owning a continuous and connected but not competing line, the constituent companies shall have power to fix by the agreement for such consolidation the terms and conditions upon which the same shall be made, which terms and conditions may include the payment or retirement of the preferred stock of either or both of the constituent companies, if they have such. And in case the new company shall issue preferred stock, the par value of the shares thereof may be fixed by the agreement of consolidation or by the resolution for the issue thereof without regard to the par value of the shares of the common stock of such company.

43. § 2. Whereas, an emergency exists for the immediate taking effect of this act, therefore the same shall take effect and be in force from and after its passage.

AN ACT to enable railroad companies to enter into operative contracts and to borrow money. [Approved February 12, 1855. Pr. L. 1855, p. 304.]

44. OPERATIVE CONTRACTS—PROPERTY.] § 1. All railroad companies incorporated or organized under, or which may be incorporated or organized under the authority of the laws of this State, shall have power to make such contracts and arrangements with each other, and with railroad corporations of other states, for leasing or running their roads, or any part thereof; and also to contract for and hold in fee simple or otherwise, lands or buildings in this or other states for depot purposes; and also to purchase and hold such personal property as shall be necessary and convenient for carrying into effect the object of this act.

45. CONNECTIONS.] § 2. All railroad companies incorporated or organized, or which may be incorporated or organized as aforesaid, shall have the right of connecting with each other, and with the railroads of other states, on such terms as shall be mutually agreed upon by the companies interested in such connection.

[§ 3, repealed. See "Statutes," ch. 131, § 5.]

AN ACT to facilitate travel and transportation. [Approved and in force February 25, 1867. L. 1867, p. 174.]

46. USE OF BRIDGES.] § 1. Railroads terminating, or to terminate at any point on any line of continuous railroad thoroughfare where there now is or shall be a railroad bridge for crossing of passengers and freight in cars over the same as part of such thoroughfare, shall make convenient connections of such railroads, by rail, with the rail of such bridge; and such bridge shall permit and cause such connections of the rail of the same with the rail of such railroads, so that by reason of said railroads and bridge there shall be uninterrupted communication over such railroads and bridge as public thoroughfares. But by such connections no corporate rights shall be impaired.

AN ACT relating to lessees in this State of railroads in adjoining States. [Approved March 30, 1875. In force July 1, 1875. L. 1875, p. 96; Legal News Ed., p. 102.]

47. § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That all railroad companies incorporated or organized, or which may be incorporated or organized under the laws of this State, or of this or any adjoining state, which now are, or at any time hereafter may be, in possession of and operating connecting railroads in states adjoining this State under lease in perpetuity, or for a period of not less than twenty years, shall have power to purchase the remaining interests, property and franchises of the lessors of such railroads situated in such adjoining states, on such terms and conditions as may be agreed upon by the parties, or their assigns, to such lease: *Provided*, that nothing in this act shall be so construed as to authorize any corporation acting by or organizing under the laws of any other state to purchase or otherwise become the owners of any railroad in this State.

AN ACT to empower township trustees to sell and convey right of way and depot grounds for the use of railroads crossing school lands. [Approved April 13, 1875. In force July 1, 1875. L. 1875, p. 16; Legal News Ed., p. 101.]

48. [The act constituting section 46, of which the above is the title, was repealed by act approved and in force May 21, 1889. See Ch. 122, entitled Schools, section 390.]

AN ACT to facilitate the carriage and transfer of passengers and property by railroad companies. [Approved May 21, 1877. In force July 1, 1877. L. 1877, p. 167; Legal News Ed., p. 153.]

49. POWER TO OWN AND USE WATER CRAFT.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly.* That all railroad companies incorporated under the laws of this State, having a ter-

minus upon any navigable river bordering on this State, shall have power to own for their own use any water craft necessary in carrying across such river any cars, property or passengers transported over their lines, or transported over any railroad terminating on the opposite side of such river to be transported over their lines: *Provided*, that no right shall exist under this act to condemn any real estate for landing for such water craft, or for any other purpose. And this act shall only apply to such railroad companies as own the landing for such water craft: *Provided, also*, that nothing in this act shall be held to impair or affect any right or privilege granted any ferry company incorporated under the laws of this State; and that all the powers and rights herein granted said railroad companies shall be subject to whatever rights and privileges may have heretofore been granted to any ferry companies in this State, and that nothing in this act shall prevent said railroad companies from being subject, in the use of such water craft, to all laws of the State regulating ferries now in force or hereafter to be in force: *And, provided, further*, that nothing in this act shall be held or construed to authorize any railroad or railway company doing business under any charter granted by this State, to consolidate with any railroad or railway company out of this State, so as to form one continuous line of railroad, or otherwise to alter, modify or repeal any provision of any such charter granted by this State; or to impair the rights of this State as now reserved to it in any such charter.

AN ACT compelling railroad companies in this State to build and maintain depots for the comfort of passengers, and for the protection of shippers of freight at towns and villages on the line of the r road. [Approved May 23, 1877. In force July 1, 1877. L. 1877, p. 165; Legal News Ed., p. 154.]

59. REQUIRED TO BUILD AND MAINTAIN DEPOTS.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly*, That all railroad companies in this State carrying passengers or freight shall, and they are hereby required to build and maintain depots for the comfort of passengers and for the protection of shippers of freight, where such railroad companies are in the practice of receiving and delivering passengers and freight, at all towns and villages on the line of their roads having a population of five hundred or more.

51. PENALTY.] § 2. Any railroad company in this State failing to comply with the provisions of the preceding section after this act shall go into effect, and within ninety days after notice in writing of its failure to comply with the provisions of said section shall have been served upon any agent of said railroad by the authorized agent of any town or village aggrieved, shall pay for each and every day it shall neglect, the sum of fifty dollars (\$50.00), to be recovered in an action of debt before any justice of [the] peace, in the name of the People of the State of Illinois, in any town or village aggrieved. Said penalty to be paid to the said town or village for the school fund.

CONTRACTS FOR SALE OR LEASE OF RAILROAD OR STREET CAR EQUIPMENT STOCK.

AN ACT concerning contracts for the conditional sale or lease of railroad street car equipment and rolling stock, and providing for the record thereof. [Approved June 20, 1893, in force July 1, 1893. L. 1893, p. 166.]

52. CONTRACT TO BE IN WRITING.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly*: That whenever any railroad or street car equipment or rolling stock shall hereafter be sold, leased or loaned on the condition that the title to the same, notwithstanding the possession and use of the same by the vendee, lessee or bailee, shall remain in the vendor, lessor or bailor, until the terms of the contract as to the payment of the installments, amounts or rentals payable or the performance of other obligations thereunder shall have been fully complied with, but also providing that title thereto shall pass to the vendee, lessee or bailee on full performance of said terms, such contract shall be invalid as to any subsequent judgment creditor or any subsequent purchaser for a valuable consideration, without notice, unless,

First—The same shall be evidenced by writing, duly acknowledged by the vendee, lessee or bailee before some person authorized by law to take acknowledgements of deeds and in the form proper for acknowledgments of deeds.

Second—Such writing shall be recorded, or a copy thereof filed, in the office of the Secretary of State, who shall be entitled to receive one dollar for each such copy filed by him.

Third—Each locomotive or car so sold, leased or loaned shall have the name of the vendor, lessor or bailor plainly marked on both sides thereof, followed by the word owner, lessor, vendor or bailor, as the case may be.

533. CONTRACT NOT TO INVALIDATE PRIOR CONTRACT.] § 2. This act shall not be held to apply to or invalidate any contract heretofore made of the character described in the first section, but the same shall be and remain valid if recorded according to the provisions of this act within ninety days from the time this act takes effect.

534. REPEAL.] § 3. An act entitled "An act to render valid leases, bailments and conditional sales of railway rolling stock," approved May 30, 1881, is hereby repealed.

RELATING TO RESIDENCE OF DIRECTORS ON RAILROADS UNDER SPECIAL CHARTERS.

AN ACT in relation to the residence of directors on railroads organized under special charters. Approved and in force June 17, 1893. L. 1893, p. 364.

535. DEFINES DIRECTORS' RESIDENCE.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* In all cases where any railroad company organized and doing business under any law of this State by which it is required that a majority of the directors of such company shall reside in counties along the line of the road, such requirements shall be construed to require such majority of such directors to reside in some or all of the counties along the line of the road in this State actually operated by such company, whether such line be owned by such company or leased thereby, and shall not require that any of the directors of such company shall reside in counties along such part of the line of the road of such company as may have been sold and transferred to any other corporation.

EMERGENCY.] § 2. Whereas, an emergency exists, therefore, this law shall take effect and be enforced from and after its passage.

UNION DEPOTS.

AN ACT authorizing the formation of union depots and stations for railroads in this State. Approved April 7, 1875. In force July 1, 1875. L. 1875, p. 97; Legal News Ed., p. 103.

536. WHO MAY FORM CORPORATION.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That in order to facilitate the public convenience and safety in the transmission of goods and passengers, from one railroad to another, and to prevent the unnecessary expense, inconvenience and loss attending the accumulation of a number of stations, any number of persons, not less than five, are hereby authorized to form themselves, or any two or more railroad companies may themselves form or join individuals in forming a corporation for the purpose of constructing, establishing and maintaining a union station for passenger or freight depots, or for both, in any city, town or place in this State, with the necessary offices and rooms convenient for the same, and appurtenances thereto, and for that purpose may make and sign articles, in which shall be stated the number of years the same is to continue, the city, town or place in which the same is to be located, the amount of the capital stock of said company, which shall not exceed three millions of dollars, the amount of each share of stock, the

tion so appropriating such streets or roads, before such corporation shall have the right to lay any track or locate any depot over, under or upon such streets or roads.

Fourth—From time to time to borrow such sums of money as may be necessary for the construction, completion and furnishing or repairing of such station or depot, and to issue or dispose of their bonds for such amounts, at such prices as they shall think proper, and to mortgage their corporate property and franchises for the purpose of securing the same.

Fifth—To open, from time to time, books of subscription to the remainder of the capital stock not taken by the subscribers to the articles of association. The General Assembly shall have power to enact, from time to time, laws to prevent and correct abuses and to prevent unjust discrimination and extortions in the management and prosecution of the business of any corporation formed under this act, and to enforce such laws by adequate penalties.

60. TERM AND ELECTION OF DIRECTORS.] § 5. After the directors named in the articles of corporation shall have served for one year, there shall be an annual election of directors, to be conducted in the manner prescribed in the Constitution of this State; the directors so elected shall serve for the ensuing year, and notices of such election, appointing a time and place, shall be given by the directors as originally constituted for the first annual election, and thereafter by their successors in office, which notice shall be published not less than twenty days previous thereto, in some newspaper published in the English language, in the city, town or place in which said station or depot is located.

61. NO DISCRIMINATION.] § 6. There shall be no discrimination against or in favor of any railroad company using or desiring to use the said union depot, but the terms, conditions and regulations adopted for the use of the same, shall be, so far as practicable, uniform, and apply alike to all railroads using or desiring to use said union depot.

FENCING AND OPERATING RAILROADS.

AN ACT in relation to fencing and operating railroads. [Approved March 31, 1874.] In force July 1, 1874.]

62. FENCING TRACK.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That every railroad corporation shall, within six months after any part of its line is open for use, erect and thereafter maintain fences on both sides of its road, or so much thereof as is open for use, suitable and sufficient to prevent cattle, horses, sheep, hogs or other stock from getting on such railroad, except at the crossings of public roads and highways, and within such portion of cities and incorporated towns and villages as are or may be hereafter laid out and platted into lots and blocks, with gates or bars, at the farm crossings of such railroad, which farm crossings shall be constructed by such corporation when and where the same may become necessary, for the use of the proprietors of the lands adjoining such railroad; and shall also construct, where the same has not already been done, and thereafter maintain at all road crossings now existing or hereafter established, cattle-guards suitable and sufficient to prevent cattle, horses, sheep, hogs and other stock from getting on such railroad; and when such fences or cattle-guards are not made as aforesaid, or when such fences or cattle-guards are not kept in good repair, such railroad corporations shall be liable for all damages which may be done by the agents, engines or cars of such corporation to such cattle, horses, sheep, hogs or other stock thereon, and reasonable attorney's fees in any court wherein suit is brought for such damages, or to which the same may be appealed; but where such fences and guards have been duly made and kept in good repair, such railroad corporation shall not be liable for any such damages, unless negligently or willfully done. [As amended by act approved May 29, 1879. In force July 1, 1879. L. 1879, p. 224.]

63. RIGHT OF WAY CLEAR OF COMBUSTIBLES.] § 142. It shall be the *808] duty of all railroad corporations to keep their right of way clear from all dead grass, dry weeds, or other dangerous combustible material, and for neglect shall be liable to the penalties named in section 1.

64. ALLOWING, ETC., ANIMAL ON RIGHT OF WAY—BREAKING FENCE, ETC.] § 2. If any person shall ride, lead or drive any horse or other animal upon the track or lands of such railroad corporation, and within such fences or guards (except to cross at farm or road crossings), without the consent of the corporation, or shall tear down, or otherwise render insufficient to exclude stock, any part of such fence, guards, gates or bars—or shall leave the gates or bars at farm crossings open or down—or shall leave horses or other animals standing upon farm or road crossings, he shall be liable to a penalty of not less than \$10, nor more than \$100, to be recovered in an action of debt, before any court having competent jurisdiction thereof, in the name of such railroad corporation, and for the use of the school fund in the county, and shall pay all damages which shall be sustained thereby to the party aggrieved. [L. 1855, p. 174, § 3.

65. WHEN COMPANY NEGLECTS TO BUILD—NOTICE.] § 3. Whenever a railroad corporation shall neglect or refuse to build or repair such fence, gates, bars or farm crossings, as provided in this act, the owner or occupant of the lands adjoining such railroad, or over or through which the railroad track is or may be laid, may give notice, in writing, to such corporation, or lessees thereof, or the persons operating such railroad, to build such fence, gate, bars or farm crossings within thirty days (or repair said fence, gate, bars or farm crossings, as the case may be, within ten days) after the service of said notice. Such notice shall describe the lands on which said fence, gates, bars or farm crossings are required to be built or repaired. Service of such notice may be made by delivering the same to any station agent of said railroad corporation or the persons operating such railroad. [L. 1869, p. 315, § 1

66. ADJOINING OWNER MAY BUILD AND RECOVER.] § 4. If the party so notified shall refuse to build or repair such fence, gates, bars or farm crossings, in accordance with the provisions of this act, the owner or occupant of the land required to be fenced shall have the right to enter upon the land and track of said railway company, and may build or repair such fence, gates, bars or farm crossings, as the case may be, and the person so building or repairing such fence, gates, bars or farm crossings, shall be entitled to double the value thereof from such corporation, or party actually occupying or using such railroad, to be recovered with interest at one per cent. per month, as damages, from the time such fence, gates, bars or farm crossings were built or repaired, in any court of competent jurisdiction, together with costs, to be taxed by the Court. [L. 1869, p. 315, § 2.

67. BOARDS AT CROSSINGS.] § 5. Every railroad corporation shall cause boards, well supported by posts or otherwise, to be placed and constantly maintained upon each public road or street, where the same is crossed by its railroad on the same level. Said boards shall be elevated so as not to obstruct the travel, and to be easily seen by travelers. On each side of said boards shall be painted in capital letters, of at least the size of nine inches each, the words "railroad crossing," or "look out for the cars." This section shall not apply to streets in cities or incorporated towns or villages, unless such railroad corporation shall be required to put up such boards by the corporate authorities of such cities, towns or villages; *Provided*, that when warning boards have already been erected, under existing laws, the maintenance of the same shall be a sufficient compliance with the requirements of this section. [2d L. 1849, p. 32, § 39.

68. BELL AND WHISTLE—CROSSINGS.] § 6. Every railroad corporation shall cause a bell of at least thirty pounds weight, and a steam whistle placed and kept on each locomotive engine, and shall cause the same to be rung or whistled by the engineer or fireman, at the distance of at least eighty rods from the place where the railroad crosses or intersects any public highway, and shall be kept ringing or whistling until such highway is reached. [L. 1839, p. 308, § 1.

69. KILLING STOCK--FRIGHTENING TEAM.] § 6¹/₂. Any engineer, or person having charge of and running any railroad engine or locomotive, who shall wilfully or maliciously kill, wound or disfigure any horse, cow, mule, hog, sheep, or other useful animal, shall, upon conviction, be fined in the sum of not less than the value of the property so killed, wounded or disfigured, or confined in the county jail for a period of not less than ten days; and any such engineer or fireman, or other person, who shall wantonly or unnecessarily blow the engine whistle, so as to frighten any team, shall be liable to a fine of not less than \$10 nor more than \$50. [See "Criminal Code," ch. 38, § 191.

70. STARTING TRAIN WITHOUT SIGNAL.] § 7. If any engineer on any railroad shall start his train at any station, or within any city, incorporated town or village, without ringing the bell or sounding the whistle a reasonable time before starting, he shall forfeit a sum not less than \$10 nor more than \$100, to be recovered in an action of debt in the name of the People of the State of Illinois, and such corporation shall also forfeit a like sum, to be recovered in the same manner.

71. APPROACHES AT CROSSINGS.] § 8. Hereafter, at all of the railroad crossings of highways and streets in this State, the several railroad corporations in this State shall construct and maintain said crossings, and the approaches thereto, within their respective rights of way, so that at all times they shall be safe as to persons and property. [L. 1869, p. 312, § 1.

72. NEGLECT TO MAKE, ETC., CROSSINGS--NOTICE.] § 9. Whenever any railroad corporation shall neglect to construct and maintain any of its crossings and approaches, as provided in section 8 of this act, it shall be the duty of the proper public authorities, having the charge of such highways or streets, to notify, in writing, the nearest agent of said railroad corporation of the condition of said crossing or approaches, and direct the same to be constructed, altered or repaired in such manner as they shall deem necessary for the safety of persons and property.

73. WHEN COMPANY NEGLECTS, AUTHORIZES TO CONSTRUCT, ETC.] § 10. If any railroad corporation of this State shall, after having been notified, as provided in section 9 of this act, neglect or refuse to construct, alter or repair such crossing or approaches within thirty days after such notice, then said public authorities shall forthwith cause such construction, alteration or repairs to be made.

74. COMPANY TO PAY EXPENSE AND \$100.] § 11. Said railroad corporation shall be holden for all necessary expenses incurred in making such construction, alteration and repairs, and in addition thereto shall be liable to a fine of \$100 for such neglect to comply with the requirements of this act, which fine shall be enforced by the said public authorities, in the name of the People of the State of Illinois, before any court of competent jurisdiction in the county. Such fine, when collected, to be paid into the treasury of the authorities enforcing the fine.

75. DRAW BRIDGE--RAILROAD CROSSING, ETC.--STOP.] § 12. All trains running on any railroad in this State, when approaching a crossing with another railroad upon the same level, or when approaching a swing or draw bridge, in use as such, shall be brought to a full stop before reaching the same, and within eight hundred (800) feet therefrom, and the engineer or other person in charge of the engine attached to the train shall positively ascertain that the way is clear and that the train can safely resume its course before proceeding to pass the bridge or crossing. [As amended by act approved June 19, 1885. In force July 1, 1885. L. 1885.

76. PENALTY.] § 13. Every engineer or other person having charge of such engine, violating the provisions of the preceding section, shall be liable to a penalty of two hundred dollars for each offense, to be recovered in an action of debt in the name of the People of the State of Illinois, and the corporation on whose road such offense is committed, shall be liable to a penalty of not exceeding two hundred dollars, to be recovered in like manner, the amount so recovered to be paid into the treasury of the county in which the offense occurs, but no recovery shall be had in any case for any offense com-

mitted more than sixty days prior to the commencement of the action. The provisions of this and the preceding section shall extend to and govern all cases of neglect or failure to stop the train as required by law before passing any bridge or railroad crossing, whether occurring before or after said provisions shall take effect, and no act or part of an act inconsistent with such operation and effect being given to this law shall in any way apply hereto. [As amended by act approved June 19, 1885. In force July 1, 1885. L. 1885.

76a. TWO OR MORE RAILROADS CROSSING EACH OTHER ON SAME LEVEL—REQUIREMENTS.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That when in case two or more railroads crossing each other at a common grade, or any railroad crossing any stream or harbor by swing or draw bridge, shall, by a system of interlocking and automatic signals, or by other works, fixtures and machinery to be erected by them, or either of them, render it safe for engines and trains to pass over such crossing or bridge without stopping, and such system of interlocking and signals, works or fixtures, shall first be approved by the Railroad and Warehouse Commissioners, or any two of them, and a plan of such interlocking and signals, works and fixtures, for such crossing, designating the plan of crossing, shall have been filed with such Railroad and Warehouse Commissioners, then, and in that case, it is hereby lawful for the engines and trains of any such railroad or railroads to pass over said crossing or bridge without stopping, any law, or the provisions of any law, now in force to the contrary notwithstanding; and all such other provisions of law contrary thereto are hereby declared not to be applicable in such case: *Provided*, that the said Railroad and Warehouse Commissioners shall have power in case such interlocking system, in their judgment, shall, by experience, prove to be unsafe or impracticable, to order the same to be discontinued. [As amended by act approved May 28, 1891. In force July 1, 1891. L. 1891. p. 179.

76. CIVIL ENGINEER TO EXAMINE SYSTEM, ETC.—COMPENSATION.] § 2. The said Railroad and Warehouse Commissioners may appoint a competent civil engineer to examine such proposed system and plans, and report the result of such examination for the information of such Railroad and Warehouse Commissioners; and said Railroad and Warehouse Commissioners are hereby authorized to allow and award five dollars per day as a compensation for the services of such civil engineer, or such reasonable sum as such commissioners shall deem fit, and to allow and award such other and further sums, as they shall deem fit to pay all other railroad company or companies in interest, to be taxed and paid or collected as in other cases. And the said Railroad and Warehouse Commissioners are also empowered on application for their approval of any such system of interlocking and signals, works or fixtures, to require of the applicant security for such fees, costs and expenses, or the deposit, in lieu thereof, of a sufficient amount in money for that purpose to be fixed by them. (1)

77. NOT TO OBSTRUCT HIGHWAY.] § 14. No railroad corporation shall obstruct any public highway by stopping any train upon, or by leaving any car or locomotive engine standing on its track, where the same intersects or crosses such public highways, except for the purpose of receiving or discharging passengers, or to receive the necessary fuel and water, and in no case to exceed ten minutes for each train, car or locomotive engine.

STONING, ETC., TRAIN.] Any person who shall throw any stone or other hard substance at any railroad car, train or locomotive, shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be fined in any sum not more than \$200, and shall stand committed to the county jail until such fine and costs shall be paid.

78. PENALTY.] § 15. Every engineer or conductor violating the provisions of the preceding section shall, for each offense, forfeit the sum of not less than \$10 nor more than \$100, to be recovered in an action of debt, in the

(1) AN ACT in regard to the dangers incident to railroad crossings on the same level. [Approved June 3, 1887. In force July 1, 1887. L. 1887, p. 252; Legal News Ed., p. 188.

name of the People of the State of Illinois, for the use of any person who may sue for the same, and the corporation on whose road the offense is committed shall be liable for the like sum.

79. MINORS TO KEEP OFF CARS.] § 17. No person or minor shall climb, jump, step, stand upon, cling to, or in any way attach himself to any locomotive engine or car, either stationary or in motion, upon any part of the track of any railroad, unless in so doing he shall be acting in compliance with law, or by permission, under the lawful rules and regulations of the corporation then owning or managing such railroad.

80. RAILROAD AGENT, ETC., TO MAKE COMPLAINT.] § 18. Whenever any officer, agent or employé of any railroad corporation shall have any information that any person or minor has violated any of the provisions of the preceding section, and has thereby endangered himself, or caused reasonable alarm to others, said officer, agent or employé shall, without unnecessary delay, make complaint of such offense against such person or minor before some justice of the peace.

81. PENALTY.] § 19. Any person or minor who shall violate any of the provisions of the seventeenth section of this act shall be punished by a fine not exceeding \$25, to be recovered in an action of debt, in the name of the People of the State of Illinois, before a justice of the peace, or, upon conviction, by imprisonment in the county jail, or other place of confinement, for a period not exceeding twelve hours.

82. THREE PRECEDING SECTIONS POSTED.] § 20. The several railroad corporations in this State shall, without unnecessary delay, cause printed copies of the three preceding sections of this act to be kept posted in conspicuous places at all their stations along their lines of railroad in this State. Every railroad corporation that shall neglect to post, and keep posted, such notices as required by this section, shall, for each offense, forfeit the sum of \$50, to be recovered in an action of debt, in the name of the People of the State of Illinois.

83. NO FREIGHT, ETC., CARS BEHIND PASSENGER.] § 21. In no train shall freight, merchandise or lumber cars be run in the rear of passenger cars, and if such cars, or any of them, shall be so run, the officer or agent who so directed, or knowingly suffered such arrangement to be made, shall each be deemed guilty of a misdemeanor, and punished accordingly. [2d L. 1849, p. 31, § 37.

84. MUST FURNISH CARS AND TRANSPORT PASSENGERS AND PROPERTY—WHEN.] § 22. Every railroad corporation in the State shall furnish, start and run cars for the transportation of such passengers and property as shall, within a reasonable time previous thereto, be ready or be offered for transportation at the several stations on its railroads and at the junctions of other railroads, and at such stopping places as may be established for receiving and discharging way-passengers and freights; and shall take, receive, transport and discharge such passengers and property, at, from and to such stations, junctions and places, on and from all trains advertised to stop at the same for passengers and freight, respectively, upon the due payment, or tender of payment of tolls, freight or fare legally authorized therefor, if payment shall be demanded, and such railroad companies shall at all junctions with other railroads, and at all depots where said railroad companies stop their trains regularly to receive and discharge passengers in cities and villages, for at least one-half hour before the arrival of, and one-half hour after the arrival of any passenger train, cause their respective depots to be open for the reception of passengers; said depots to be kept well lighted and warmed for the space of time aforesaid. [As amended by act approved June 25, 1883. In force July 1, 1883. L. 1883, p. 125.

85. DEPOTS TO BE KEPT OPEN—PENALTY.] § 23. In case of the refusal of such corporation or railroad company, or its agents, to take, receive and transport any person or property, or to deliver the same within a reasonable time, at their regular or appointed time and place, or to keep their said depots open, lighted and warmed according to the provisions of the preceding section of this act, such corporation or railroad company shall pay to the party aggrieved, treble the amount of damages sustained thereby, with costs

of suit; and in addition thereto, said corporation or railroad company shall forfeit a sum of not less than twenty-five dollars, nor more than one thousand dollars for each offense, to be recovered in an action of debt, in the name of the People of the State of Illinois—the treble damages for the use of the party aggrieved, and the forfeiture for the use of the school fund of the county in which the offense is committed. [As amended by act approved June 25, 1853. In force July 1, 1853. L. 1853, p. 125.

86. TEXAS CATTLE.] § 23½. In any suit brought for a violation of "An act concerning the transportation of Texas or Cherokee cattle," approved April 16, 1869, the consignor of any live stock, the bringing of which into this State shall constitute the offense created by this act, if he be a citizen of this State, and if not the consignee, if he shall have knowledge of and consent to such consignment, of any such live stock, shall be made a joint defendant with any railroad or transportation company which may be sued for the offense aforesaid, and the said consignor, or consignee, shall suffer jointly any penalty passed upon any such railroad or transportation company for any violation of the act aforesaid. Any action brought for a violation of the act aforesaid, must be commenced within eighteen months next succeeding the bringing of the cattle into this State, on account of which the action may be brought. Any railroad company who shall transport any Texas, Cherokee or diseased cattle in violation of the aforesaid act, without knowing them to be such, may recover from any consignor or consignee any sum of money it may be compelled by the judgment of any court to pay for the transportation of such cattle, and the record of the judgment against the said company shall, in any suit against any such consignor, or consignee, be evidence of the amount of damages to be recovered, with interest from the time of payment: *Provided*, that nothing in this section shall be construed to affect any right existing or suit pending. [See "Animals," ch. 8.

87. SPEED THROUGH CITIES, ETC.—DAMAGES.] § 24. Whenever any railroad corporation shall by itself or agents, run any train, locomotive engine, or car, at a greater rate of speed in or through the incorporated limits of any city, town or village, than is permitted by any ordinance of such city, town or village, such corporation shall be liable to the person aggrieved for all damages done the person or property by such train, locomotive engine or car; and the same shall be presumed to have been done by the negligence of said corporation or their agents; and in addition to such penalties as may be provided by such city, town or village, the person aggrieved by the violation of any of the provisions of this section, shall have an action against such corporation, so violating any of the provisions to recover a penalty of not less than one hundred dollars (\$100), nor more than two hundred dollars (\$200), to be recovered in any court of competent jurisdiction: said action to be an action of debt, in the name of the People of the State of Illinois, for the use of the person aggrieved; but the court or jury trying the case may reduce said penalty to any sum, not less, however, than fifty dollars (\$50), where the offense committed by such violation may appear not to be malicious or wilful: *Provided*, that no such ordinance shall limit the rate of speed, in case of passenger trains to less than ten miles per hour, nor in any other case to less than six miles per hour. [As amended by act approved May 21, 1877. In force July 1, 1877. L. 1877, p. 165. p. 103, § 1, 2.*

88. TIME OF STOP AT STATIONS.] § 25. Every railroad corporation shall cause its passenger trains to stop upon arrival at each station, advertised by such corporation as a place for receiving and discharging passengers, upon and from such trains, a sufficient length of time to receive and let off such passengers with safety: *Provided*, all regular passenger trains shall stop a sufficient length of time at the railroad station of county seats, to receive and let off passengers with safety. [As amended by act approved May 29, 1879. In force July 1, 1879. L. 1879, p. 225.

89. BRAKEMAN, ETC., ON PASSENGER CARS.] § 26. No railroad corporation shall run or permit to be run upon its railroad any train of cars moved by steam power, for the transportation of passengers, unless there is placed

*NOTE—The act amending this section contains the following: § 2. All acts in conflict with this act are hereby repealed.

upon the train one trusty and skillful brakeman for every two cars in the train, or unless the brakes are efficiently operated by power applied from the locomotive.

90. BRAKEMAN ON FREIGHT CARS.] § 27. No railroad corporation shall run or permit to be run upon its railroad any train of cars, for the transportation of merchandise or other freight, without a good and sufficient brake attached to the rear or hindmost car in the train, and a trusty and skillful brakeman stationed upon said car, unless the brakes are efficiently operated by power applied from the locomotive.

91. DAMAGES—PENALTY.] § 28. If any railroad corporation shall violate any of the provisions of the three preceding sections, it shall be liable to the person aggrieved for all damages done to person or property by reason thereof, with costs of suit; and in addition thereto, said corporation shall forfeit the sum of not less than \$100 nor more than \$500, for each offense, to be recovered in an action of debt, in the name of the People of the State of Illinois, for the use of any person aggrieved, before any court of competent jurisdiction.

92. CHECKS OR RECEIPTS FOR BAGGAGE.] § 29. Every railroad corporation, when requested, shall give checks or receipts to passengers for their ordinary baggage, when delivered for transportation on any passenger train, which baggage shall in no case exceed one hundred pounds in weight for each passenger, and shall deliver such baggage to any passenger upon the surrender of such checks or receipts. Any such corporation wilfully refusing to comply with the requirements of this section, shall pay a fine of not less than \$10 nor more than \$100, which may be recovered before any court of competent jurisdiction, in an action of debt in the name of the People of the State of Illinois, for the use of the person aggrieved: *Provided*, that no passenger shall be entitled to receive checks or receipts for any baggage unless he shall have paid or tendered the lawful rate of fare for his transportation to the proper agent for such corporation.

93. BAGGAGE SMASHING.] § 30. Any person employed by a railroad corporation in this State, who shall wilfully, carelessly or negligently break, injure or destroy any baggage, shall be liable for the amount of damage to the owner thereof, and may be arrested, and, on conviction before a justice of the peace, be fined in any sum not exceeding \$200, and held in custody or confined in the county jail until such fine shall be paid: *Provided*, that the remedy hereby given against such employé shall not lessen the liability of such corporation. [See "Criminal Code," ch. 38, § 193.]

94. PUTTING OFF PASSENGERS.] § 31. If any passenger on any railroad car or train shall refuse, upon reasonable demand to pay his lawful fare—or shall, upon such car or train, use abusive, threatening, vulgar, obscene, or profane language thereon—or shall so conduct himself as to make his presence offensive or unsafe to passengers thereon, it shall be lawful for the conductor of the train to remove, or cause to be removed, such passenger from the train; but if such conductor shall use, cause or permit to be used unreasonable force or violence, he shall be liable for all damages to the person injured thereby: *Provided*, that the recovery and satisfaction of damages, under the provisions of this section, shall not lessen the liability of, or the amount of the damages that such corporation may be liable to, for such acts. [As amended by act approved June 3, 1889. In force July 1, 1889. L. 1889, p. 224.]

95. BADGE.] § 32. Every conductor, baggage-master, brakeman, or other servant of any railroad corporation in this State employed on a passenger train, or about the passenger depots, shall wear upon his hat or cap a badge which shall indicate his office. No conductor without such badge shall demand, or be entitled to receive from any passenger any fare, toll or ticket, or exercise any of the powers of his office; and neither shall any other of said officers or servants, without such badge, be authorized to meddle or interfere with any passenger, his baggage or property.

96. COMMON LAW LIABILITY NOT TO BE LIMITED.] § 33. That whenever any property is received by any railroad corporation to be transported from one place to another, within or without this State, it shall not be lawful for such corporation to limit its common law liability solely to deliver such property at the place to which the same is to be transported, by any stipulation or limitation expressed in the receipt given for the safe delivery of such property.

97. TO FURNISH AX, SAW, SLEDGE, ETC., FOR EACH CAR.] § 34. That every railroad corporation shall furnish each car used for the transportation of passengers with one woodman's ax, one hand saw, one sledge hammer and two leather buckets; said articles to be kept in good repair, ready for instant use, and in some convenient place in such car, easy of access in case of collision or other accident.

98. COUPLINGS.] § 34½. It shall be the duty of all railroad corporations operating any railroad in this State, to provide such of their passenger cars as are used in trains with some suitable automatic coupling, or other coupling which will secure personal safety, within one year from the time this law goes into effect, and any company refusing or neglecting to provide such automatic coupling, or other couplings which will secure personal safety, for each passenger car so used in trains, shall be liable to a fine of not less than \$25 nor more than \$50.

99. FLAGMEN—SHELTER.] § 35. In all cases where the public authorities having charge of any street over which there shall be a railroad crossing, shall notify any agent of the corporation owning, using or operating such railroad, that a flagman is necessary at such crossing, it shall be the duty of such railroad company, within sixty days thereafter, to place and retain a flagman at such crossing, who shall perform the duties usually required of flagmen; and such flagman is hereby empowered to stop any and all persons from crossing a railroad track, when in his opinion, there is danger from approaching trains or locomotive engines; and any railroad company refusing or neglecting to place flagmen, as required by this section, shall be liable to a fine of \$100 per day for every day they shall neglect or refuse to do so; and it is hereby made the duty of such public authorities having charge of such street, to enforce the payment of such fine, by suit, in the name of the town or municipal corporation wherein such crossing shall be situate, before any court of competent jurisdiction in the county, and the prosecuting attorney shall attend to the prosecution of all suits as directed by said public authorities. All the moneys collected under the provisions of this act shall be paid into the treasury of the town or municipal corporation in whose name such suits shall have been brought: *Provided*, that when any railroad company is required to keep a flagman at a crossing, it shall have the right to erect and maintain in the highway or street crossed a suitable house for the shelter of such flagman, the same to be so located as to create the least obstruction to the use of such street or highway, and afford the best view of the railroad track in each direction from such crossing. [L. 1869, p. 314, § 8.

100. PENALTIES.] § 36. If any railroad corporation, or any of its agents, servants or employes shall violate any of the provisions of this act, such corporation, agent, servant or employé shall, severally, unless otherwise herein provided, be liable to a fine of not less than \$10 nor more than \$200, to be recovered in an action of debt, in the name of the People of the State of Illinois, for the use of any person aggrieved, before any court of competent jurisdiction.

101. CORPORATION DEFINED.] § 37. The word "corporation," as used in this act, shall be construed to include all companies, lessees, contractors, persons, or association of persons, owning, operating or using any railroads in this State.

102. STREET RAILROADS.] § 38. This act shall not apply to horse cars or street railroads.

AN ACT relating to fires caused by locomotives. (Approved and in force March 29, 1869.
L. 1869, p. 312.)

103. FIRES BY LOCOMOTIVES.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly.* That in all actions against any person or incorporated company for the recovery of damages on account of any injury to any property, whether real or personal, occasioned by fire communicated by any locomotive engine while upon or passing along any

railroad in this State, the fact that such fire was so communicated shall be taken as full *prima facie* evidence to charge with negligence the corporation, or person or persons who shall, at the time of such injury by fire, be in the use and occupation of such railroad, either as owners, lessees or mortgagees, and also those who shall at such time have the care and management of such engine; and it shall not, in any case, be considered as negligence on the part of the owner or occupant of the property injured, that he has used the same in the manner, or permitted the same to be used or remain in the condition it would have been used or remained had no railroad passed through or near the property so injured, except in cases of injury to personal property which shall be at the time upon the property occupied by such railroad. This act shall not apply to injuries already committed.

104. ACT TAKES EFFECT.] § 2. This act shall take effect and be in force from and after its passage.

AN ACT to amend an act entitled "An act for the protection of passengers on railroads," approved May 14, 1877, in force July 1, 1877. [Approved May 29, 1879, in force July 1, 1879. L. 1879, p. 223; Legal News Ed., p. 171.]

SECTION 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That an act entitled "An act for the protection of passengers on railroads," approved May 14, 1877, in force July 1, 1877, be amended so as to read as follows: "An act for the protection of passengers on railroads and steamboats."

105. CONDUCTORS INVESTED WITH POLICE POWERS.] § 2. That the conductors of all railroad trains, and captain or master of any steamboat carrying passengers within the jurisdiction of this State, shall be invested with police powers while on duty on their respective trains and boats.

106. EJECTION OF PASSENGER FROM TRAIN.] § 3. When any passenger shall be guilty of disorderly conduct, or use any obscene language, to the annoyance and vexation of passengers, or play any games of cards or other games of chance for money or other valuable thing, upon any railroad train or steamboat, the conductor of such train and captain or master of such steamboat, is hereby authorized to stop his train or steamboat at any place where such offense has been committed, and eject such passenger from the train or boat, using only such force as may be necessary to accomplish such removal, and may command the assistance of the employes of the railroad company or steamboat, or any of the passengers, to assist in such removal; but before doing so he shall tender to such passenger such proportion of the fare he has paid as the distance he then is from the place to which he has paid his fare, bears to the whole distance for which he has paid his fare.

107. WHEN PASSENGER MAY BE ARRESTED.] § 4. When any passenger shall be guilty of any crime or misdemeanor upon any train or steamboat, the conductor, captain or master, or employes of such train or boat, may arrest such passenger and take him before any justice of the peace in any county through which such boat or train may pass, or in which its trip may begin or terminate, and file an affidavit before such justice of the peace, charging him with such crime or misdemeanor.

AN ACT to prohibit any person from obstructing the regular operation and conduct of the business of railroad companies or other corporations, firms or individuals. [Approved June 2, 1877, in force July 1, 1877. L. 1877, p. 167; Legal News Ed., p. 155.]

108. ENGINEER NOT TO ABANDON ENGINE.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* If any locomotive engineer, in furtherance of any combination or agreement, shall wilfully and negligently abandon his locomotive upon any railroad at any other point than the regular schedule destination of such locomotive, he shall be fined not less than \$20 nor more than \$100, and confined in the county jail not less than twenty days nor more than ninety days.

109. PERSONS OBSTRUCTING BUSINESS OF RAILROAD—FINE.] § 2. If any person or persons shall wilfully and maliciously, by any act or by means of intimidation, impede or obstruct, except by due process of law, the regular operation and conduct of the business of any railroad company or other corporation, firm or individual in this State, or the regular running of any locomotive engine, freight or passenger train of any such company, or the labor and business of any such corporation, firm or individual, he or they shall, on conviction thereof, be punished by a fine of not less than twenty dollars (§20) nor more than two hundred dollars (§200), and confined in the county jail not less than twenty nor more than ninety days.

110. CONSPIRACY TO IMPEDE BUSINESS.] § 3. If two or more persons shall wilfully and maliciously combine or conspire together to obstruct or impede by any act, or by means of intimidation, the regular operation and conduct of the business of any railroad company or any other corporation, firm or individual in this State, or to impede, hinder or obstruct, except by due process of law, the regular running of any locomotive engine, freight or passenger train on any railroad, or the labor or business of any such corporation, firm or individual, such persons shall, on conviction thereof, be punished by fine not less than twenty dollars (§20) nor more than two hundred dollars (§200) and confined in the county jail not less than twenty days, nor more than ninety days.

111. CONSTRUCTION OF ACT.] § 4. This act shall not be construed to apply to cases of persons voluntarily quitting the employment of any railroad company or such other corporation, firm or individual, whether by concert of action or otherwise, e[x]cept as is provided in section one (1) of this act.

AN ACT to prevent frauds upon travelers and owner or owners of any railroad, steamboat or other conveyance for the transportation of passengers. [Approved April 19, 1875. In force July 1, 1875. L. 1875, p. 81; Legal News Ed., p. 101.]

112. OWNER TO FURNISH AGENT CERTIFICATE OF AUTHORITY TO SELL TICKETS.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That it shall be the duty of owner or owners of any railroad or steamboat for the transportation of passengers, to provide each agent, who may be authorized to sell tickets, or other certificates entitling the holder to travel upon any railroad or steamboat, with a certificate setting forth the authority of such agent to make such sales; which certificate shall be duly attested by the corporate seal of the owner of such railroad or steamboat.

113. NOT LAWFUL FOR PERSON NOT HAVING SUCH AUTHORITY TO SELL TICKETS.] § 2. That it shall not be lawful for any person not possessed of such authority, so evidenced, to sell, barter, or transfer, for any consideration whatever, the whole or any part of any ticket or tickets, passes, or other evidence of the holder's title to travel on any railroad or steamboat, whether the same be situated, operated or owned within or without the limits of this State.

114. PENALTY FOR VIOLATING ACT.] § 3. That any person or persons violating the provisions of the second section of this act shall be deemed guilty of misdemeanor, and shall be liable to be punished by a fine not exceeding five hundred dollars, and by imprisonment not exceeding one year, or either or both, in the discretion of the court in which such person or persons shall be convicted.

115. AGENT TO EXHIBIT CERTIFICATE ON REQUEST.] § 4. That it shall be the duty of every agent who shall be authorized to sell tickets, or parts of tickets or other evidences of the holder's title to travel, to exhibit to any person desiring to purchase a ticket, or to any officer of the law who may request him, the certificate of his authority thus to sell, and to keep said certificate posted in a conspicuous place in his office for the information of travelers.

116. DUTY OF OWNER TO PROVIDE FOR REDEMPTION OF TICKETS.] § 5. That it shall be the duty of the owner or owners of railroad or steamboat, by their agents or managers, to provide for the redemption of the whole, or any parts or coupons of any ticket or tickets, as they may have sold, as the purchaser, for any reason, has not used, and does not desire to use, at a rate

which shall be equal to the difference between the price paid for the whole ticket and the cost of a ticket between the points for which the proportion of said ticket was actually used; and the sale by any person of the unused portion of any ticket otherwise than by the presentation of the same for redemption, as provided for in this section, shall be deemed to be a violation of the provisions of this act, and shall be punished as is hereinbefore provided: *Provided*, that this act shall not prohibit any person who has purchased a ticket from any agent authorized by this act, with the *bona fide* intention of traveling upon the same, from selling any part of the same to any other person.

117. PENALTY FOR FAILURE TO REDEEM TICKETS.] § 6. Any railroad or steamboat company that shall, by any of its agents in this State, refuse to redeem any of its tickets or parts of tickets as prescribed in section five of this act, shall pay a fine of five hundred dollars for each offense, to the People of the State of Illinois, and it shall be unlawful for said company, subsequent to such refusal, to sell any ticket or tickets in this State until such fine is paid.

RECEIVING, CARRYING AND DELIVERING GRAIN.

AN ACT regulating the receiving, transportation and delivery of grain by railroad corporations, and defining the duties of such corporations with respect thereto. [Approved April 25, 1871. In force July 1, 1871. L. 1871, p. 635.]

118. RECEIVE AND CARRY GRAIN WITHOUT DISTINCTION.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That every railroad corporation, chartered by or organized under the laws of this State, or doing business within the limits of the same, when desired by any person wishing to ship any grain over its road, shall receive and transport such grain in bulk, within a reasonable time, and load the same either upon its track, at its depot, or in any warehouse adjoining its track or side track, without distinction, discrimination or favor between one shipper and another, and without distinction or discrimination as to the manner in which such grain is offered to it for transportation, or as to the person, warehouse or place to whom or to which it may be consigned.

WEIGHING IN—RECEIPT.] And at the time such grain is received by it for transportation, such corporation shall carefully and correctly weigh the same, and issue to the shipper thereof a receipt or bill of lading for such grain, in which shall be stated the true and correct weight.

WEIGHING OUT—SHRINKAGE.] And such corporation shall weigh out and deliver to such shipper, his consignee or other person entitled to receive the same, at the place of delivery, the full amount of such grain, without any deduction for leakage, shrinkage or other loss in the quantity of the same.

DAMAGES.] In default of such delivery, the corporation so failing to deliver the full amount of such grain shall pay to the person entitled thereto the full market value of any such grain not delivered at the time and place when and where the same should have been delivered.

EVIDENCE—SHORTAGE.] If any such corporation shall, upon the receipt by it of any grain for transportation, neglect or refuse to weigh and receipt for the same, as aforesaid, the sworn statement of the shipper, or his agent having personal knowledge of the amount of grain so shipped, shall be taken as true, as to the amount so shipped, and in case of the neglect or refusal of any such corporation, upon the delivery by them of any grain, to weigh the same, as aforesaid, the sworn statement of the person to whom the same was delivered, or his agent having personal knowledge of the weight thereof, shall be taken as true, as to the amount delivered. And if, by such statements, it shall appear that such corporation has failed to deliver the amount so shown to be shipped, such corporation shall be liable for the shortage, and shall pay to the person entitled thereto the full market value of such shortage, at the time and place when and where the same should have been delivered. [See § 70.]

119. SCALES—WEIGHING—PENALTIES.] § 2. At all stations or places from which the shipments of grain by the road of such corporation shall have amounted during the previous year to fifty thousand (50,000) bushels or more, such corporation shall, when required, so to do by the persons who are the shippers of the major part of said fifty thousand bushels of grain, erect and keep in good condition for use, and use in weighing grain to be shipped over its road, true and correct scales, of proper structure and capacity for the weighing of grain by car load in their cars after the same shall have been loaded. Such corporation shall carefully and correctly weigh each car upon which grain shall be shipped from such place or station, both before and after the same is loaded, and ascertain and receipt for the true amount of grain so shipped. If any such corporation shall neglect or refuse to erect and keep in use such scales when required to do so as aforesaid, or shall neglect or refuse to weigh in the manner aforesaid any grain shipped in bulk from any station or place, the sworn statement of the shipper, or his agent having personal knowledge of the amount of grain shipped, shall be taken as true as to the amount so shipped. In case any railroad corporation shall neglect or refuse to comply with any of the requirements of section first, second and fifth of this act, it shall, in addition to the penalties therein provided, forfeit and pay for every such offense and for each and every day such refusal or neglect is continued the sum of one hundred dollars (\$100), to be recovered in an action of debt before any justice of the peace, in the name of the People of the State of Illinois, such penalty or forfeiture to be paid to the county in which the suit is brought, and shall also be required to pay all costs of prosecution, including such reasonable attorney's fees as may be assessed by the justice before whom the case may be tried. [As amended by act approved May 18, 1877. In force July 1, 1877. L. 1877, p. 168*.

120. DELIVERY—PENALTY.] § 3. Every railroad corporation which shall receive any grain in bulk for transportation to any place within the State, shall transport and deliver the same to any consignee, elevator, warehouse, or place to whom or to which it may be consigned or directed: *Provided*, such person, warehouse or place can be reached by any track owned, leased or used, or which can be used by such corporation; and every such corporation shall permit connections to be made and maintained with its track to and from any and all public warehouses where grain is or may be stored. Any such corporation neglecting or refusing to comply with the requirements of this section, shall be liable to all persons injured thereby for all damages which they may sustain on that account, whether such damages result from any depreciation in the value of such property by such neglect or refusal to deliver such grain as directed, or in loss to the proprietor or manager of any public warehouse to which it is directed to be delivered, and costs of suit, including such reasonable attorney's fees as shall be taxed by the court. And in case of any second or later refusal of such railroad corporation to comply with the requirements of this section, such corporation shall be by the court, in the action on which such failure or refusal shall be found, adjudged to pay, for the use of the people of this State, a sum of not less than \$1,000, nor more than \$5,000, for each and every such failure or refusal, and this may be a part of the judgment of the court in any second or later proceeding against such corporation. In case any railroad corporation shall be found guilty of having violated, failed or omitted to observe and comply with the requirements of this section, or any part thereof, three or more times, it shall be lawful for any person interested to apply to a Court of Chancery and obtain the appointment of a receiver to take charge of and manage such railroad corporation until all damages, penalties, costs and expenses adjudged against such corporation for any and every violation shall, together with interest, be fully satisfied.

121. RIGHT TO CHANGE CONSIGNMENT.] § 4. All consignments of grain to any elevator or public warehouse shall be held to be temporary and subject to change by the consignee or consignor at any time previous to the actual unloading of such property from the cars in which it is transported.

* NOTE.—The act amending this section contains the following:

§ 2. All parts of said section in conflict with section one of this act are hereby repealed

Notice of any change in consignment may be served by the consignee on any agent of the railroad corporation having the property in possession who may be in charge of the business of such corporation at the point where such property is to be delivered; and if, after such notice, and while the same remains uncanceled, such property is delivered in any way different from such altered or changed consignment, such railroad corporation shall, at the election of the consignee or person entitled to control such property, be deemed to have illegally appropriated such property to its own use, and shall be liable to pay the owner or consignee of such property double the value of the property so appropriated; and no extra charge shall be permitted by the corporation having the custody of such property, in consequence of such change of consignment.

122. RECEIVING ON TRACK—RIGHTS OF OWNERS SAVED.] § 5. Any consignee or person entitled to receive the delivery of grain transported in bulk by any railroad, shall have twenty-four hours, free of expense, after actual notice of arrival by the corporation to the consignee, in which to remove the same from the cars of such railroad corporation, if he shall desire to receive it from the cars on the track, which twenty-four hours shall be held to embrace such time as the car containing such property is placed and kept by such corporation in a convenient and proper place for unloading. And it shall not be held to have been placed in a proper place for unloading, unless it can be reached by the consignee, or person entitled to receive it, with teams or other suitable means for removing the property from the car, and reasonably convenient to the depot of such railroad corporation at which it is accustomed to receive and unload merchandise consigned to that station or place. Nothing herein contained, however, shall be held to authorize the changing of any consignment of grain, except as to the place at which it is to be delivered or unloaded, nor shall such change of consignment, in any degree, affect the ownership or control of property in any other way.

123. RECEIPT AND DELIVERY AT CROSSINGS, ETC.] § 6. Every railroad corporation organized or doing business under the laws of this State, or authority thereof, shall receive and deliver all grain consigned to its care for transportation at the crossings and junctions of all other railroads, canals and navigable rivers. Any violation of this section shall render any such railroad corporation subject to the same penalty as contained in section 3 of this act.

[§ 7, repeal omitted. See "Statutes," ch. 131, § 5.]

EXTORTION AND UNJUST DISCRIMINATION.

AN ACT to prevent extortion and unjust discrimination in the rates charged for the transportation of passengers and freights on railroads in this State and to punish the same, and prescribe a mode of procedure and rules of evidence in relation thereto, and to repeal an act entitled "An act to prevent unjust discriminations and extortions in the rates to be charged by the different railroads in this State for the transportation of freights on said roads," approved April 7, A. D. 1871. [Approved May 2, 1873. In force July 1, 1873.]

124. EXTORTION.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* If any railroad corporation, organized or doing business in this State under any act of incorporation, or general law of this State, now in force or which may hereafter be enacted, or any railroad corporation organized, or which may hereafter be organized under the laws of any other State, and doing business in this State, shall charge, collect, demand or receive more than a fair and reasonable rate of toll or compensation for the transportation of passengers or freight, of any description, or for the use and transportation of any railroad car upon its track, or any of the branches thereof, or upon any railroad within this State which it has the right, license or permission to use, operate or control, the same shall be deemed guilty of extortion, and upon conviction thereof shall be dealt with as hereinafter provided. [See Const., art. 11, § 15.]

125. UNJUST DISCRIMINATION.] § 2. If any such railroad corporation aforesaid shall make any unjust discrimination in its rates or charges of toll or compensation for the transportation of passengers or freight of any description, or for the use and transportation of any railroad car upon its said road, or upon any of the branches thereof, or upon any railroads connected therewith, which it has the right, license or permission to operate, control or use, within this State, the same shall be deemed guilty of having violated the provisions of this act, and upon conviction thereof shall be dealt with as hereinafter provided. [See Const., article 11, § 15. C. B. & Q. R. R. Co. v. The People, 77 Ill., 443; C. & A. R. R. Co. v. C. V. & W. Coal Co., 79 Ill., 121; C. B. & Q. R. R. Co. v. CUTTS et al., 9 Legal News, 200; Winona & St. Peter R. R. Co. v. Blake et al., 9 Legal News, 212; McDuffee v. Portland & Rochester R. R. Co., 6 Legal News, 10; C. & N. W. Ry. Co. v. Fuller, 6 Legal News, 133.

126 EVIDENCE.] § 3. If any such railroad corporation shall charge, collect or receive, for the transportation of any passenger, or freight of any description, upon its railroad, for any distance, within this State, the same, or a greater amount of toll or compensation than is at the same time charged, collected or received for the transportation, in the same direction, of any passenger, or like quantity of freight of the same class, over a greater distance of the same railroad; or if it shall charge, collect or receive, at any point upon its railroad, a higher rate of toll or compensation for receiving, handling or delivering freight of the same class and quantity, then it shall, at the same time, charge, collect or receive at any other point upon the same railroad; or if it shall charge, collect or receive for the transportation of any passenger, or freight of any description, over its railroad, a greater amount as toll or compensation than shall, at the same time, be charged, collected or received by it for the transportation of any passenger, or like quantity of freight of the same class, being transported in the same direction, over any portion of the same railroad, of equal distance; or if it shall charge, collect or receive from any person or persons, a higher or greater amount of toll or compensation than it shall, at the same time, charge, collect, or receive from any other person or persons for receiving, handling or delivering freight of the same class and like quantity, at the same point upon its railroad; or if it shall charge, collect or receive from any person or persons, for the transportation of any freight upon its railroad, a higher or greater rate of toll or compensation than it shall, at the same time, charge, collect or receive from any other person or persons, for the transportation of the like quantity of freight of the same class, being transported from the same point, in the same direction, over equal distances of the same railroad; or if it shall charge, collect or receive from any person or persons, for the use and transportation of any railroad car or cars upon its railroad, for any distance, the same or a greater amount of toll or compensation than it at the same time charged, collected or received from any other person or persons, for the use and transportation of any railroad car of the same class or number, for a like purpose, being transported in the same direction, over a greater distance of the same railroad; or if it shall charge, collect or receive from any person or persons, for the use and transportation of any railroad car or cars upon its railroad, a higher or greater rate of toll or compensation than it shall, at the same time, charge, collect or receive from any other person or persons, for the use and transportation of any railroad car or cars of the same class or number, for a like purpose, being transported from the same point in the same direction, over an equal distance of the same railroad; all such discriminating rates, charges, collections or receipts, whether made directly, or by means of any rebate, drawback, or other shift or evasion, shall be deemed and taken, against such railroad corporation as *prima facie* evidence of the unjust discriminations prohibited by the provisions of this act; and it shall not be deemed a sufficient excuse or justification of such discriminations on the part of such railroad corporation, that the railway station or point at which it shall charge, collect or receive the same or less rates of toll or compensation, for the transportation of such passenger or freight, or for the use and transportation of such railroad car the greater distance, than for the shorter distance, is a railway station or point at which there exists competition with any other railroad or means of transportation. This section shall not be construed so

as to exclude other evidence tending to show any unjust discrimination in freight and passenger rates. The provisions of this section shall extend and apply to any railroad, the branches thereof, and any road or roads which any railroad corporation has the right, license or permission to use, operate or control, wholly or in part within this State: *Provided, however*, that nothing herein contained shall be so construed as to prevent railroad corporations from issuing commutation, excursion or thousand-mile tickets, as the same are now issued by such corporations.

127. PENALTIES.] § 4. Any such railroad corporation guilty of extortion, or of making any unjust discrimination as to passenger or freight rates, or the rates for the use and transportation of railroad cars, or in receiving, handling or delivering freights, shall upon conviction thereof, be fined in any sum not less than one thousand dollars (\$1,000), nor more than five thousand dollars (\$5,000), for the first offense; and for the second offense not less than five thousand dollars (\$5,000), nor more than ten thousand dollars (\$10,000), and for the third offense not less than ten thousand dollars (\$10,000), nor more than twenty thousand dollars (\$20,000); and for every subsequent offense and conviction thereof, shall be liable to a fine of twenty-five thousand dollars (\$25,000): *Provided*, that in all cases under this act either party shall have the right of trial by jury. [See "Quo Warranto," ch. 112, § 1, 6.]

128. PROCEEDINGS TO RECOVER FINES.] § 5. The fines hereinbefore provided for may be recovered in an action of debt, in the name of the People of the State of Illinois, and there may be several counts joined in the same declaration as to extortion and unjust discrimination, and as to passenger and freight rates, and rates for the use of transportation of railroad cars, and for receiving, handling or delivering freights. If, upon the trial of any cause instituted under this act, the jury shall find for the people, they shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than one thousand dollars (\$1,000) nor more than five thousand dollars (\$5,000), and the court shall render judgment accordingly; and if the jury shall find for the people, and that the defendant has been once before convicted of a violation of the provisions of this act, they shall return such finding with their verdict, and shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than five thousand dollars (\$5,000) nor more than ten thousand dollars (\$10,000), and the court shall render judgment accordingly; and if the jury shall find for the people, and that the defendant has been twice before convicted of a violation of the provisions of this act, with respect to extortion or unjust discrimination, they shall return such finding with their verdict, and shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than ten thousand dollars (\$10,000) nor more than twenty thousand dollars (\$20,000); and in like manner, for every subsequent offense and conviction, such defendant shall be liable to a fine of twenty-five thousand dollars (\$25,000): *Provided*, that in all cases under the provisions of this act, a preponderance of evidence in favor of the people shall be sufficient to authorize a verdict and judgment for the people.

129. DAMAGES.] § 6. If any such railroad corporation shall, in violation of any of the provisions of this act, ask, demand, charge or receive of any person or corporation any extortionate charge or charges for the transportation of any passengers, goods, merchandise or property, or for receiving, handling or delivering freights, or shall make any unjust discrimination against any person or corporation in its charges therefor, the person or corporation so offended against may, for each offense, recover of such railroad corporation, in any form of action, three times the amount of the damages sustained by the party aggrieved, together with cost of suit and a reasonable attorney's fee, to be fixed by the court where the same is heard, on appeal or otherwise, and taxed as a part of the costs of the case.

130. DUTIES OF RAILROAD AND WAREHOUSE COMMISSIONERS.] § 7. It shall be the duty of the Railroad and Warehouse Commissioners to personally investigate and ascertain whether the provisions of this act are violated by any railroad corporation in this State, and to visit the various stations upon the line of each railroad for that purpose, as often as practicable; and when-

ever the facts, in any manner ascertained by said commissioners, shall in their judgment warrant such prosecution, it shall be the duty of said commissioners to immediately cause suits to be commenced and prosecuted against any railroad corporation which may violate the provisions of this act. Such suits and prosecutions may be instituted in any county in this State through or into which the line of the railroad corporation sued for violating this act may extend. And such Railroad and Warehouse Commissioners are hereby authorized, when the facts of the case presented to them shall, in their judgment, warrant the commencement of such action, to employ counsel to assist the Attorney-General in conducting such suit on behalf of the State. No such suits commenced by said commissioners shall be dismissed, except said Railroad and Warehouse Commissioners and the Attorney-General shall consent thereto.

131. SCHEDULES.] § 8. The Railroad and Warehouse Commissioners are hereby directed to make, for each of the railroad corporations doing business in this State, as soon as practicable, a schedule of reasonable maximum rates of charges for the transportation of passengers and freights, and cars of each of said railroads; and said schedule shall in all suits brought against such railroad corporations wherein is, in any way involved the charges of any such railroad corporation for the transportation of any passenger or freight, or cars, or unjust discrimination in relation thereto; be deemed and taken in all courts of this State as *prima facie* evidence that the rates therein fixed, are reasonable maximum rates of charges for the transportation of passengers and freights, and cars upon the railroads for which said schedules may have been respectively prepared. Said commissioners shall, from time to time, as often as circumstances may require, change and revise said schedules. When any schedule shall have been made or revised, as aforesaid, it shall be the duty of said commissioners to have the same printed by the State printer under the contract governing the State printing, and said commissioners shall furnish two copies of such printed schedule to the president, general superintendent or receiver of each railroad company or corporation doing business in this State. All such schedules heretofore or hereafter made, shall be received and held in all such suits as *prima facie* the schedules of said commissioners, without further proof than the production of the schedule desired to be used as evidence, with a certificate of the Railroad and Warehouse Commissioners that the same is a true copy of a schedule prepared by them for the railroad company or corporation therein named. [As amended by act approved June 30, 1885. In force July 1, 1885. L. 1885.

132. EVIDENCE—FINES—PRACTICE.] § 10. In all cases under the provisions of this act, the rules of evidence shall be the same as in other civil actions, except as hereinbefore otherwise provided. All fines recovered under the provisions of this act shall be paid into the county treasury of the county in which the suit is tried, by the person collecting the same, in the manner now provided by law, to be used for county purposes. The remedies hereby given shall be regarded as cumulative to the remedies now given by law against railroad corporations, and this act shall not be construed as repealing any statute giving such remedies. Suits commenced under the provisions of this act shall have precedence over all other business, except criminal business.

133. "RAILROAD CORPORATION" DEFINED.] § 11. The term "railroad corporation," contained in this act, shall be deemed and taken to mean all corporations, companies or individuals now owning or operating, or which may hereafter own or operate any railroad, in whole or in part, in this State; and the provisions of this act shall apply to all persons, firms and companies, and to all associations of persons, whether incorporated or otherwise, that shall do business as common carriers upon any of the lines of railways in this State (street railways excepted) the same as to railroad corporations hereinbefore mentioned.

[§ 12, repeal, omitted, See "Statutes," ch. 131, § 5.

WAREHOUSES.

AN ACT to regulate public warehouses and the warehousing and inspection of grain, and to give effect to article thirteen of the Constitution of this State. [Approved April 25, 1871. In force July 1, 1871. L. 1871-2, p. 762.

134. CLASSIFIED.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That public warehouses, as defined in Article 13 of the Constitution of this State, shall be divided into three classes, to be designated as classes A, B and C, respectively.

135. CLASSES DEFINED.] § 2. Public warehouses of class A shall embrace all warehouses, elevators and granaries in which grain is stored in bulk, and in which the grain of different owners is mixed together, or in which grain is stored in such a manner that the identity of different lots or parcels cannot be accurately preserved, such warehouses, elevators or granaries being located in cities having not less than 100,000 inhabitants. Public warehouses of class B shall embrace all other warehouses, elevators or granaries in which grain is stored in bulk, and in which grain of different owners is mixed together. Public warehouses of class C shall embrace all other warehouses or places where property of any kind is stored for a consideration.

136. LICENSE.] § 3. The proprietor, lessee or manager of any public warehouse of class A shall be required, before transacting any business in such warehouse, to procure from the Circuit Court of the county in which such warehouse is situated, a license, permitting such proprietor, lessee or manager to transact business as a public warehouseman under the laws of this State, which license shall be issued by the clerk of said court upon a written application, which shall set forth the location and name of such warehouse, and the individual name of each person interested as owner or principal in the management of the same; or, if the warehouse be owned or managed by a corporation, the names of the president, secretary and treasurer of such corporation shall be stated; and the said license shall give authority to carry on and conduct the business of a public warehouse of class A in accordance with the laws of this State, and shall be revocable by said court upon a summary proceeding before the court, upon complaint of any person in writing, setting forth the particular violation of law, and upon satisfactory proof, to be taken in such manner as may be directed by the court. [See § 162. *Munn et al. v. The People*, 6 Legal News, 165 and 173, and 9 *Ib.*, 499.

137. BOND.] § 4. The person receiving a license as herein provided, shall file with the clerk of the court granting the same, a bond to the People of the State of Illinois, with good and sufficient surety, to be approved by said court, in the penal sum of \$10,000, conditioned for the faithful performance of his duty as a public warehouseman of class A, and his full and unreserved compliance with all laws of this State in relation thereto.

138. PENALTY FOR DOING BUSINESS WITHOUT LICENSE.] § 5. Any person who shall transact the business of a public warehouse of class A without first procuring a license as herein provided, or who shall continue to transact any such business after such license has been revoked (save only that he may be permitted to deliver property previously stored in such warehouse), shall, on conviction, be fined in a sum not less than \$100 nor more than \$500 for each and every day such business is so carried on; and the court may refuse to renew any license, or grant a new one, to any of the persons whose license has been revoked, within one year from the time the same was revoked.

139. NOT TO DISCRIMINATE—NOT TO MIX GRADE—RECEIPTS.] § 6. It shall be the duty of every warehouseman of class A to receive for storage any grain that may be tendered to him, in the usual manner in which warehouses are accustomed to receive the same in the ordinary and usual course of business, not making any discrimination between persons desiring to avail themselves of warehouse facilities—such grain, in all cases, to be inspected and graded by a duly authorized inspector, and to be stored with grain of a similar grade, received at the same time, as near as may be. In no case shall grain of different grades be mixed together while in store; but, if the owner

or consignee so requests, and the warehouseman consents thereto, his grain of the same grade may be kept in a bin by itself, apart from that of the owners; which bin shall, thereupon, be marked and known as a "separate bin." If a warehouse receipt be issued for grain so kept separate, it shall state, on its face, that it is in a separate bin, and shall state the number of such bin; and no grain shall be delivered from such warehouses unless it be inspected on the delivery thereof by a duly authorized inspector of grain. Nothing in this section shall be so construed as to require the receipt of grain into any warehouse in which there is not sufficient room to accommodate or store it properly, or in cases where such warehouse is necessarily closed. [See § 135.

140. MANNER OF ISSUING RECEIPTS.] § 7. Upon application of the owner or consignee of grain stored in a public warehouse of class A, the same being accompanied with evidence that all transportation or other charges which may be a lien upon such grain, including charges for inspection, have been paid, the warehouseman shall issue to the person entitled thereto, a warehouse receipt therefor, subject to the order of the owner or consignee, which receipt shall bear date corresponding with the receipt of grain into store, and shall state upon its face the quantity and inspected grade of the grain, and that the grain mentioned in it has been received into store, to be stored with grain of the same grade by inspection, received at about the date of the receipt, and that it is deliverable upon the return of the receipt, properly indorsed by the person to whose order it was issued, and the payment of proper charges for storage. All warehouse receipts for grain, issued from the same warehouse, shall be consecutively numbered; and no two receipts, bearing the same number, shall be issued from the same warehouse during any one year, except in the case of a lost or destroyed receipt, in which case the new receipt shall bear the same date and number as the original, and shall be plainly marked on its face "duplicate." If the grain was received from railroad cars, the number of each car shall be stated upon the receipt, with the amount it contained; if from canal boat or other vessel, the name of such craft; if from teams or by other means, the manner of its receipt shall be stated on its face.

141. CANCELLING RECEIPTS.] § 8. Upon the delivery of grain from store, upon any receipt, such receipt shall be plainly marked across its face with the word "cancelled," with the name of the person cancelling the same, and shall thereafter be void, and shall not again be put in circulation, nor shall grain be delivered twice upon the same receipt.

142. FURTHER OF ISSUING AND CANCELING RECEIPTS.] § 8. No warehouse receipt shall be issued, except upon the actual delivery of grain into store, in the warehouse from which it purports to be issued, and which is to be represented by the receipt; nor shall any receipt be issued for a greater quantity of grain than was contained in the lot or parcel stated to have been received; nor shall more than one receipt be issued for the same lot of grain, except in cases where receipts for a part of a lot are desired, and then the aggregate receipts for a particular lot shall cover that lot and no more. In cases where a part of the grain represented by the receipt is delivered out of store and the remainder is left, a new receipt may be issued for such remainder; but such new receipt shall bear the same date as the original, and shall state on its face that it is balance of receipt of the original number; and the receipt upon which a part has been delivered shall be cancelled in the same manner as if it had all been delivered. In case it be desirable to divide one receipt into two or more, or in case it be desirable to consolidate two or more receipts into one, and the warehouseman consent thereto, the original receipt shall be cancelled the same as if the grain had been delivered from store; and the new receipts shall express on their face that they are parts of other receipts, or a consolidation of other receipts, as the case may be; and the numbers of the original receipts shall also appear upon the new ones issued, as explanatory of the change, but no consolidation of receipts of dates differing more than ten days shall be permitted, and all new receipts issued for old ones cancelled, as herein provided, shall bear the same dates as those originally issued, as near as may be.

143. NOT TO LIMIT LIABILITY.] § 10. No warehouseman in this State shall insert in any receipt issued by him any language in anywise limiting or modifying his liabilities or responsibility, as imposed by the laws of this State.

144. DELIVERY OF PROPERTY.] § 11. On the return of any warehouse receipt issued by him, properly indorsed, and the tender of all proper charges upon the property represented by it, such property shall be immediately deliverable to the holder of such receipt, and it shall not be subject to any further charges for storage, after demand for such delivery shall have been made. Unless the property represented by such receipt shall be delivered within two business hours after such demand shall have been made, the warehouseman in default shall be liable to the owner of such receipt for damages for such default, in the sum of one cent per bushel, and, in addition thereto, one cent per bushel for each and every day of such neglect or refusal to deliver: *Provided*, no warehouseman shall be held to be in default in delivering if the property is delivered in the order demanded, and as rapidly as due diligence, care and prudence will justify. [See § 135.]

145. POSTING GRAIN IN STORE—STATEMENT TO REGISTRAR—DAILY PUBLICATION—(CANCELLED RECEIPTS.) § 12. The warehouseman of every public warehouse of class A shall, on or before Tuesday morning of each week, cause to be made out, and shall keep posted up in the business office of his warehouse, in a conspicuous place, a statement of the amount of each kind and grade of grain in store in his warehouse at the close of business on the previous Saturday; and shall, also, on each Tuesday morning, render a similar statement, made under oath before some officer authorized by law to administer oaths, by one of the principal owners or operators thereof, or by the book-keeper thereof, having personal knowledge of the facts, to the Warehouse Registrar, appointed as hereinafter provided. They shall also be required to furnish daily, to the same Registrar, a correct statement of the amount of each kind and grade of grain received in store in each warehouse on the previous day; also, the amount of each kind and grade of grain delivered or shipped by such warehouseman during the previous day, and what warehouse receipts have been cancelled, upon which the grain has been delivered on such day, giving the number of each receipt, and amount, kind and grade of grain received and shipped upon each; also, how much grain, if any, was so delivered or shipped, and the kind and grade of it, for which warehouse receipts had not been issued, and when and how such unreceipted grain was received by them; the aggregate of such reported cancellations and delivery of unreceipted grain, corresponding in amount, kind and grade with the amount so reported, delivered or shipped. They shall also, at the same time, report what receipts, if any, have been cancelled and new ones issued in their stead, as herein provided for. And the warehouseman making such statements shall, in addition, furnish the said Registrar any information, regarding receipts issued or cancelled, that may be necessary to enable him to keep a full and correct record of all receipts issued and cancelled, and of grain received and delivered. [See § 152.]

[§ 13, repealed; § 152.]

146. CHIEF INSPECTOR.] § 14. ' 1. It shall be the duty of the Governor to appoint, by and with the advice and consent of the Senate, a suitable person, who shall not be a member of the Board of Trade, and who shall not be interested, either directly or indirectly, in any warehouse in this State, a chief inspector of grain, who shall hold his office for the term of two years, unless sooner removed as hereinafter provided for, in every city or county in which is located a warehouse of class A or class B: *Provided*, that no such grain inspector for cities or counties in which are located warehouses of class B shall be appointed except upon the application and petition of two or more warehousemen doing a separate and distinct business, residing and doing business in such city or county, and when there shall be a legally organized Board of Trade in such cities or counties, such application and petition shall be officially endorsed by such Board of Trade before such application and petition shall be granted.

' 2. **HIS DUTIES.]** It shall be the duty of such chief inspector of grain to have a general supervision of the inspection of grain as required by this act

or laws of this State, under the advice and immediate direction of the Board of Commissioners of Railroads and Warehouses.

‘ 3. ASSISTANT INSPECTORS.] The said chief inspector shall be authorized to nominate to the Commissioners of Railroads and Warehouses such suitable persons, in sufficient number, as may be deemed qualified for assistant inspectors, who shall not be members of the Board of Trade, nor interested in any warehouse, and, also, such other employes as may be necessary to properly conduct the business of his office; and the said commissioners are authorized to make such appointments.

‘ 4. CHIEF INSPECTOR’S OATH AND BOND.] The chief inspector shall, upon entering upon the duties of his office, be required to take an oath, as in cases of other officers, and he shall execute a bond to the People of the State of Illinois, in the penal sum of fifty thousand dollars when appointed for any city in which is located a warehouse of class A, and ten thousand dollars when appointed for any other city or county, with sureties to be approved by the Board of Commissioners of Railroads and Warehouses, with a condition therein that he will faithfully and strictly discharge the duties of his said office of inspector according to law, and the rules and regulations prescribing his duties; and that he will pay all damages to any person or persons who may be injured by reason of his neglect, refusal or failure to comply with law, and the rules and regulations aforesaid.

‘ 5. ASSISTANT INSPECTOR’S OATH AND BOND.] And each assistant inspector shall take a like oath; execute a bond in the penal sum of five thousand dollars, with like conditions, and to be approved in like manner as is provided in case of the chief inspector, which said several bonds shall be filed in the office of said commissioners; and suit may be brought upon said bond or bonds in any court having jurisdiction thereof, in the county where the plaintiff or defendant resides, for the use of the person or persons injured.

‘ 6. RULES FOR INSPECTION—CHARGES.] The chief inspector of grain, and all assistant inspectors of grain, and other employes in connection therewith, shall be governed in their respective duties by such rules and regulations as may be prescribed by the Board of Commissioners of Railroads and Warehouses; and the said Board of Commissioners shall have full power to make all proper rules and regulations for the inspection of grain; and shall, also, have power to fix the rate of charges for the inspection of grain, and the manner in which the same shall be collected; which charges shall be regulated in such a manner as will, in the judgment of the commissioners, produce sufficient revenue to meet the necessary expenses of the service of inspection, and no more.

‘ 7. PAY OF INSPECTOR AND ASSISTANTS, ETC.] It shall be the duty of the said Board of Commissioners to fix the amount of compensation to be paid to the chief inspector, assistant inspectors, and all other persons employed in the inspection service, and prescribe the time and manner of their payment.

‘ 8. APPOINTMENT OF REGISTRAR AND ASSISTANTS.] The said Board of Commissioners of Railroads and Warehouses are hereby authorized to appoint a suitable person as warehouse registrar, and such assistants as may be deemed necessary to perform the duties imposed upon such registrar by the provisions of this act.

‘ 9. GENERAL SUPERVISION—PAY, ETC.] The said Board of Commissioners shall have and exercise a general supervision and control of such appointees; shall prescribe their respective duties; shall fix the amount of their compensation and the time and manner of its payment.

‘ 10. REMOVAL FROM OFFICE.] Upon the complaint, in writing, of any person, to the said Board of Commissioners, supported by reasonable and satisfactory proof, that any person appointed or employed under the provisions of this section has violated any of the rules prescribed for his government, has been guilty of any improper official act, or has been found insufficient or incompetent for the duties of his position, such person shall be immediately removed from his office or employment by the same authority that appointed him; and his place shall be filled, if necessary, by a new appointment; or, in

case it shall be deemed necessary to reduce the number of persons so appointed or employed, their term of service shall cease under the orders of the same authority by which they were appointed or employed.

¶ 11. EXPENSES—HOW PAID.] All necessary expenses incident to the inspection of grain, and to the office of registrar economically administered, including the rent of suitable offices, shall be deemed expenses of the inspection service, and shall be included in the estimate of expenses of such inspection service, and shall be paid from the funds collected for the same. [As amended by act approved and in force May 28, 1879. L. 1879, p. 226.]

147. RATES OF STORAGE.] § 15. Every warehouseman of public warehouses of class A shall be required, during the first week in January of each year, to publish in one or more of the newspapers (daily, if there be such,) published in the city in which such warehouse is situated, a table or schedule of rates for the storage of grain in his warehouse during the ensuing year, which rates shall not be increased (except as provided for in section 16 of this act) during the year; and such published rates, or any published reduction of them, shall apply to all grain received into such warehouse from any person or source, and no discrimination shall be made, directly or indirectly, for or against any charges made by such warehouseman for the storage of grain. The maximum charge for storage and handling of grain, including the cost of receiving and delivering, shall be, for the first ten days or part thereof, one and one-quarter (1¼) cents per bushel, and for each ten days or part thereof after the first ten days, one-half of one cent per bushel: *Provided, however,* that grain damp, or liable to early damage, as indicated by its inspection when received, may be subject to two cents per bushel storage for the first ten days and for each additional five days or part thereof not exceeding one-half of one cent per bushel: *Provided, further,* that where grain has been received in any such warehouse prior to the first day of March, 1877, under any express or implied contract to pay and receive rates of storage different from those prescribed by law, or where it has been received under any custom or usage prior to said day to pay or receive rates of storage different from the rates fixed by law, it shall be lawful for any owner or manager of such warehouse to receive and collect such agreed or customary rates. [As amended by act approved May 21, 1877, in force July 1, 1877. L. 1877, p. 169.]

148. LOSS BY FIRE HEATING—ORDER OF DELIVERY—GRAIN OUT OF CONDITION.] § 16. No public warehouseman shall be held responsible for any loss or damage to property from fire, while in his custody, provided reasonable care and vigilance be exercised to protect and preserve the same; nor shall he be held liable for damage to grain by heating, if it can be shown that he has exercised proper care in handling and storing the same, and that such heating or damage was the result of causes beyond his control; and, in order that no injustice may result to the holder of grain in any public warehouse of classes A or B, it shall be deemed the duty of such warehouseman to dispose of by delivery or shipping, in the ordinary and legal manner of so delivering, that grain of any particular grade which was first received by them, or which has been for the longest time in store in his warehouse; and, unless public notice has been given that some portion of the grain in his warehouse is out of condition, or becoming so, such warehouseman shall deliver grain of quality equal to that received by him, on all receipts as presented. In case, however, any warehouseman of classes A or B shall discover that any portion of the grain in his warehouse is out of condition, or becoming so, and it is not in his power to preserve the same, he shall immediately give public notice, by advertisement in a public newspaper in the city in which such warehouse is situated, and by posting a notice in the most public place (for such a purpose) in such city, of its actual condition, as near as he can ascertain it; shall state in such notice the kind and grade of the grain, and the bins in which it is stored; and shall also state in such notice the receipts outstanding upon which such grain will be delivered, giving the numbers, amounts and dates of each—which receipts shall be those of the oldest dates then in circulation or uncancelled, the grain represented by which has not previously been declared or receipted for as out of condition, or if the grain longest in store has not been receipted for, he shall so state, and shall give the name of the party for whom such grain was stored, the date it was received, and the

amount of it; and the enumeration of receipts and identification of grain so discredited shall embrace, as near as may be, as great a quantity of grain as is contained in such bins; and such grain shall be delivered upon the return and cancellation of the receipts, and the unreceipted grain upon the request of the owner or person in charge thereof. Nothing herein contained shall be held to relieve the said warehouseman from exercising proper care and vigilance in preserving such grain after such publication of its condition; but such grain shall be kept separate and apart from all direct contact with other grain, and shall not be mixed with other grain while in store in such warehouse. Any warehouseman guilty of any act or neglect, the effect of which is to depreciate property stored in the warehouse under his control, shall be held responsible as at common law, or upon the bond of such warehouseman, and in addition thereto, the license of such warehouseman, if his warehouse be of class A, shall be revoked. Nothing in this section shall be so construed as to permit any warehouseman to deliver any grain stored in a special bin, or by itself, as provided in this act, to any but the owner of the lot, whether the same be represented by a warehouse receipt or otherwise. In case the grain declared out of condition, as herein provided for, shall [not] be removed from store by the owner thereof within two months from the date of the notice of its being out of condition, it shall be lawful for the warehouseman where the grain is stored to sell the same at public auction, for account of said owner, by giving ten days' public notice, by advertisement in a newspaper (daily, if there be such,) published in the city or town where such warehouse is located.

149. TAMPERING WITH GRAIN STORED—PRIVATE BINS—DRYING, CLEANING, MOVING.] § 17. It shall not be lawful for any public warehouseman to mix any grain of different grades together, or to select different qualities of the same grade for the purpose of storing or delivering the same, nor shall he attempt to deliver grain of one grade for another, or in any way tamper with grain while in his possession or custody, with a view of securing any profit to himself or any other person; and in no case, even of grain stored in a separate bin, shall he be permitted to mix grain of different grades together while in store. He may, however, on request of the owner of any grain stored in a private bin, be permitted to dry, clean, or otherwise improve the condition or value of any such lot of grain; but in such case it shall only be delivered as such separate lot, or as the grade it was originally when received by him, without reference to the grade it may be as improved by such process of drying or cleaning. Nothing in this section, however, shall prevent any warehouseman from moving grain while within his warehouse for its preservation or safe keeping. [See § 125.]

150. EXAMINATION OF GRAIN AND SCALES—INCORRECT SCALES.] § 18. All persons owning property, or who may be interested in the same, in any public warehouse, and all duly authorized inspectors of such property, shall at all times, during ordinary business hours, be at full liberty to examine any and all property stored in any public warehouse in this State, and all proper facilities shall be extended to such person by the warehouseman, his agents and servants, for an examination; and all parts of public warehouses shall be free for the inspection and examination of any person interested in property stored therein, or of any authorized inspector of such property. And all scales used for the weighing of property in public warehouses shall be subject to examination and test by any duly authorized inspector or sealer of weights and measures, at any time when required by any person or persons, agent or agents, whose property has been or is to be weighed on such scales—the expense of such test by an inspector or sealer to be paid by the warehouse proprietor if the scales are found incorrect, but not otherwise. Any warehouseman who may be guilty of continuing to use scales found to be in an imperfect or incorrect condition by such examination and test, until the same shall have been pronounced correct and properly sealed, shall be liable to be proceeded against as hereinafter provided. [See § 165-6. "Weights and Measures," ch. 146, § 14. "Criminal Code," ch. 38, § 101.]

151. GRAIN MUST BE INSPECTED.] § 19. In all places where there are legally appointed inspectors of grain, no proprietor or manager of a public warehouse of class B shall be permitted to receive any grain and mix the same with the grain of other owners, in the storage thereof, until the same shall have been inspected and graded by such inspector.

152. ASSUMING TO ACT AS INSPECTOR.] § 20. Any person who shall assume to act as an inspector of grain, who has not first been so appointed and sworn, shall be held to be an imposter, and shall be punished by a fine of not less than \$50 nor more than \$100 for each and every attempt to so inspect grain, to be recovered before a justice of the peace.

MISCONDUCT OF INSPECTOR—INFLUENCING.] Any duly authorized inspector of grain who shall be guilty of neglect of duty, or who shall knowingly or carelessly inspect or grade any grain improperly, or who shall accept any money or other consideration, directly or indirectly, for any neglect of duty, or the improper performance of any duty as such inspector of grain, and any person who shall improperly influence any inspector of grain in the performance of his duties as such inspector, shall be deemed guilty of a misdemeanor, and, on conviction, shall be fined in a sum not less than \$100 nor more than \$1,000, in the discretion of the court, or shall be imprisoned in the county jail not less than three nor more than twelve months, or both, in the discretion of the court.

153. OWNER, ETC., DISSATISFIED WITH INSPECTION—HIS RIGHTS.] § 21. In case any owner or consignee of grain shall be dissatisfied with the inspection of any lot of grain, or shall, from any cause, desire to receive his property without its passing into store, he shall be at liberty to have the same withheld from going into any public warehouse (whether the property may have previously been consigned to such warehouse or not), by giving notice to the person or corporation in whose possession it may be at the time of giving such notice; and such grain shall be withheld from going into store, and be delivered to him, subject only to such proper charges as may be a lien upon it prior to such notice. The grain, if in railroad cars, to be removed therefrom by such owner or consignee within twenty-four hours after such notice has been given to the railroad company having it in possession: *Provided*, such railroad company place the same in a proper and convenient place for unloading; and any person or corporation refusing to allow such owner or consignee to so receive his grain shall be deemed guilty of conversion, and shall be liable to pay such owner or consignee double the value of the property so converted. Notice that such grain is not to be delivered into store may also be given to the proprietor or manager of any warehouse into which it would otherwise have been delivered, and if, after such notice, it be taken into store in such warehouse, the proprietor or manager of such warehouse shall be liable to the owner of such grain for double its market value.

154. COMBINATION.] § 22. It shall be unlawful for any proprietor, lessee or manager of any public warehouse, to enter into any contract, agreement, understanding, or combination, with any railroad company or other corporation, or with any individual or individuals, by which the property of any person is to be delivered to any public warehouse for storage or for any other purpose, contrary to the direction of the owner, his agent, or consignee. Any violation of this section shall subject the offender to be proceeded against as provided in section 23 of this act.

155. SUITS.] § 23. If any warehouseman of class A shall be guilty of a violation of any of the provisions of this act, it shall be lawful for any person injured by such violation to bring suit in any court of competent jurisdiction upon the bond of such warehouseman, in the name of the People of the State of Illinois, to the use of such person. In all criminal prosecutions against a warehouseman, for the violation of any of the provisions of this act, it shall be the duty of the prosecuting attorney of the county in which such prosecution is brought, to prosecute the same to a final issue, in the name and on behalf of the People of the State of Illinois.

156. WAREHOUSE RECEIPT NEGOTIABLE.] § 24. Warehouse receipts for property stored in any class of public warehouses, as herein described, shall be transferable by the indorsement of the party to whose order such receipt

may be issued, and such indorsement shall be deemed a valid transfer of the property represented by such receipt, and may be made either in blank or to the order of another. All warehouse receipts for property stored in public warehouses of class C shall distinctly state on their face the brand or distinguishing marks upon such property.

157. FALSE RECEIPTS—FRAUDULENT REMOVAL.] § 25. Any warehouseman of any public warehouse who shall be guilty of issuing any warehouse receipt for any property not actually in store at the time of issuing such receipt, or who shall be guilty of issuing any warehouse receipt in any respect fraudulent in its character, either as to its date, or the quantity, quality, or inspected grade of such property, or who shall remove any property from store (except to preserve it from fire or other sudden danger), without the return and cancellation of any and all outstanding receipts that may have been issued to represent such property, shall, when convicted thereof, be deemed guilty of a crime, and shall suffer, in addition to any other penalties prescribed by this act, imprisonment in the penitentiary for not less than one, and not more than ten years. [Restricted as to receipts issued before October 8, 1871. L. 1871-2, p. 774. See "Criminal Code," ch. 38, § 124, 125.]

158. COMMON LAW REMEDY SAVED.] § 26. Nothing in this act shall deprive any person of any common law remedy now existing.

159. PRINTED COPY OF ACT POSTED.] § 27. All proprietors or managers of public warehouses shall keep posted up at all times, in a conspicuous place in their business offices, and in each of their warehouses, a printed copy of this act.

160. REPEAL.] § 28. All acts or parts of acts inconsistent with this act are hereby repealed.

AN ACT to amend an act entitled "An act to regulate public warehouses and the warehousing and the inspection of grain, and to give effect to article thirteen (13) of the Constitution of the State," approved April 25, 1871, in force July 1, 1871, and to establish a committee of appeals, and prescribe their duties. [Approved April 15, 1873. In force July 1, 1873.]

161. COMMISSIONERS TO ESTABLISH GRADES.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That the Board of Railroad and Warehouse Commissioners shall establish a proper number and standard of grades for the inspection of grain, and may alter or change the same from time to time: *Provided*, no modification or change of grades shall be made, or any new ones established, without public notice being given of such contemplated change, for at least twenty days prior thereto, by publication in three daily newspapers printed in each city containing warehouses of class A: *And, provided, further*, that no mixture of old and new grades, even though designated by the same name or distinction, shall be permitted while in store.

162. COMMITTEE OF APPEALS.] § 2. Within twenty days after this act takes effect, the Board of Railroad and Warehouse Commissioners shall appoint three discreet and competent persons to act as a committee of appeals, in every city wherein is located a warehouse of class A, who shall hold their office for one year and until their successors are appointed. And every year thereafter a like committee of appeals shall be appointed by said commissioners, who shall hold their office for one year and until their successors are appointed: *Provided*, said commissioners shall have power, in their discretion, to remove from office any member of said committee at any time, and fill vacancies thus created by the appointment of other discreet persons.

163. APPEALS—NOTICES.] § 3. In all matters involving doubt on the part of the chief inspector, or any assistant inspector, as to the proper inspection of any lot of grain, or in case any owner, consignee or shipper of grain, or any warehouse manager, shall be dissatisfied with the decision of the chief inspector or any assistant inspector, an appeal may be made to said committee of appeals, and the decision of a majority of said committee shall be final. Said Board of Commissioners are authorized to make all necessary rules governing the manner of appeals as herein provided. And all complaints in regard to the inspection of grain, and all notices requiring the ser-

VICES of the committee of appeals, may be served on said committee, or may be filed with the warehouse registrar of said city, who shall immediately notify said committee of the fact, and who shall furnish said committee with such clerical assistance as may be necessary for the proper discharge of their duties. It shall be the duty of said committee, on receiving such notice, to immediately act on and render a decision in each case.

164. COMMITTEE OF APPEALS—OATH—BOND—WHO MAY SERVE ON.] § 4. The said committee of appeals shall, before entering upon the duties of their office, take an oath, as in case of other inspectors of grain, and shall execute a bond in the penal sum of five thousand dollars: with like conditions as is provided in the case of other inspectors of grain, which said bonds shall be subject to the approval of the Board of Railroad and Warehouse Commissioners. *It is further provided*, that the salaries of said committee of appeals shall be fixed by the Board of Railroad and Warehouse Commissioners, and be paid from the inspection fund, or by the party taking the appeal, under such rules as the commission shall prescribe; and all necessary expenses incurred in carrying out the provisions of this act, except as herein otherwise provided, shall be paid out of the funds collected for the inspection service upon the order of the commissioners: *Provided*, that no person shall be appointed to serve on the committee of appeals who is a purchaser of, or a receiver of grain, or other articles to be passed upon by said committee. [As amended by act approved June 26, 1885. In force July 1, 1885. L. 1885.

165. "REGISTERED FOR COLLECTION"—INSPECTION FEES.] § 5. No grain shall be delivered from store from any warehouse of class A, for which, or representing which, warehouse receipts shall have been issued, except upon the return of such receipts stamped or otherwise plainly marked by the warehouse register with the words "registered for collection," and the date thereof; and said Board of Commissioners shall have power to fix the rates of charges for the inspection of grain, both into and out of warehouse; which charges shall be a lien upon all grain so inspected, and may be collected of the owners, receivers or shippers of such grain, in such manner as the said commissioners may prescribe.

166. REPEAL.] § 6. Section 13 of the act to which this is an amendment, is hereby repealed: *Provided*, the provisions contained in said section shall remain in force until the grades for the inspection of grain shall have been established by the commissioners, as provided by section 1, of this act. [Grades fixed by commissioners July 1, 1873.

RAILROAD AND WAREHOUSE COMMISSIONERS.

AN ACT to establish a Board of Railroad and Warehouse Commissioners, and prescribe their powers and duties. [Approved April 13, 1871. In force July 1, 1871. L. 1871-2, p. 618.]

167. APPOINTMENT—TERM.] § 1. *Be it enacted by the People of the State of Illinois represented in the General Assembly*, That a commission which shall be styled "Railroad and Warehouse Commission," shall be appointed as follows. Within twenty days after this act shall take effect, the Governor shall appoint three persons as such commissioners, who shall hold their office until the next meeting of the General Assembly, and until their successors are appointed and qualified. At the next meeting of the General Assembly, and every two years thereafter, the Governor, by and with the advice and consent of the Senate, shall appoint three persons as such commissioners, who shall hold their offices for the term of two years from the first day of January in the year of the appointment, and until their successors are appointed and qualified.

168. QUALIFICATIONS.] § 2. No person shall be appointed as such commissioner who is at the time of his appointment in any way connected with any railroad company or warehouse, or who is directly or indirectly interested in any stock, bond or other property of, or is in the employment of any railroad company or warehouseman; and no person appointed as such commis-

sioner shall, during the term of his office, become interested in any stock, bond or other property of any railroad company or warehouse, or in any manner be employed by or connected with any railroad company or warehouse. The Governor shall have power to remove any such commissioner at any time, in his discretion.

169. OATH—BOND.] § 3. Before entering upon the duties of his office each of the said commissioners shall make and subscribe, and file with the Secretary of State an affidavit in the following form:

I do solemnly swear (or affirm, as the case may be) that I will support the Constitution of the United States and the Constitution of the State of Illinois, and that I will faithfully discharge the duties of the office of Commissioner of Railroads and Warehouses according to the best of my ability.

And shall enter into bonds, with security to be approved by the Governor, in the sum of \$20,000, conditioned for the faithful performance of his duty as such commissioner.

170. COMPENSATION—SECRETARY—OFFICE—EXPENSES.] § 4. Each of said commissioners shall receive for his services a sum not exceeding \$3,500 per annum, payable quarterly. They shall be furnished with an office, office furniture and stationery, at the expense of the State, and shall have power to appoint a secretary to perform such duties as they shall assign to him. Said secretary shall receive for his services a sum not exceeding \$1,500 per annum. The office of the said commissioners shall be kept at Springfield, and all sums authorized to be paid by this act shall be paid out of the State treasury, and only on the order of the Governor: *Provided*, that the total sum to be expended by said commissioners for office rent and furniture and stationery shall, in no case, exceed the total sum of \$800 per annum.

171. RIGHT TO PASS ON TRAINS, ETC.] § 5. The said commissioners shall have the right of passing, in the performance of their duties concerning railroads, on all railroads and railroad trains in this State.

172. REPORT OF RAILROADS.] § 6. Every railroad company incorporated or doing business in this State, or which shall hereafter become incorporated, or do business under any general or special law of this State, shall, on or before the first day of September, in the year of our Lord 1871, and on or before the same day in each year thereafter, make and transmit to the commissioners appointed by virtue of this act, at their office in Springfield, a full and true statement under oath of the proper officers of said corporation, of the affairs of their corporation, as the same existed on the first day of the preceding July, specifying—

First—The amount of capital stock subscribed, and by whom.

Second—The names of the owners of its stock, and the amounts owned by them respectively, and the residence of each stockholder as far as known.

Third—The amount of stock paid in and by whom.

Fourth—The amount of its assets and liabilities.

Fifth—The names and place of residence of its officers.

Sixth—The amount of cash paid to the company on account of the original capital stock.

Seventh—The amount of funded debt.

Eighth—The amount of floating debt.

Ninth—The estimated value of the road bed, including iron and bridges.

Tenth—The estimated value of rolling stock.

Eleventh—The estimated value of stations, buildings and fixtures.

Twelfth—The estimated value of other property.

Thirteenth—The length of single main track.

Fourteenth—The length of double main track.

Fifteenth—The length of branches, stating whether they have single or double track.

Sixteenth—The aggregate length of siding and other tracks not above enumerated.

Seventeenth—The number of miles run by passenger trains during the year preceeding the making of the report.

Eighteenth—The number of miles run by freight trains during the same period.

Nineteenth—The number of tons of through freight carried during the same time.

Twentieth—The number of tons of local freight carried during the same time.

Twenty-first—Its monthly earnings for the transportation of passengers during the same time.

Twenty-second—Its monthly earnings for the transportation of freight during the same time.

Twenty-third—Its monthly earnings from all other sources respectively.

Twenty-fourth—The amount of expense incurred in the running and management of passenger trains during the same time.

Twenty-fifth—The amount of expense incurred in the running and management of freight trains during the same time; also, the amount of expense incurred in the running and management of mixed trains during the same time.

Twenty-sixth—All other expenses incurred in the running and management of the road during the same time including the salaries of officers, which shall be reported separately.

Twenty-seventh—The amount expended for repairs of road and maintenance of way, including repairs and renewal of bridges and renewal of iron.

Twenty-eighth—The amount expended for improvement, and whether the same are estimated as a part of the expenses of operating or repairing the road, and, if either, which.

Twenty-ninth—The amount expended for motive power and cars.

Thirtieth—The amount expended for station houses, buildings and fixtures.

Thirty-first—All other expenses for the maintenance of way.

Thirty-second—All other expenditures, either for management of road, maintenance of way, motive power and cars, or for other purposes.

Thirty-third—The rate of fare for passengers for each month during the same time, through and way passengers separately.

Thirty-fourth—The tariff of freights, showing each change of tariff during the same time.

Thirty-fifth—A copy of each published rate of fare for passengers and tariff of freight, in force or issued for the government of its agents during the same time.

Thirty-sixth—Whether the rate of fare and tariff of freight in such published lists are the same as those actually received by the company during the same time; if not, what were received.

Thirty-seventh—What express companies run on its roads and on what terms and on what conditions; the kind of business done by them, and whether they take their freight at the depots or at the office of such express companies.

Thirty-eighth—What freight and transportation companies run on its road, and on what terms.

Thirty-ninth—Whether such freight and transportation companies use the cars of the railroad or the cars furnished by themselves.

Fortieth—Whether the freight or cars of such companies are given any preference in speed or order of transportation, and, if so, in what particular.

Forty-first—What running arrangements it has with other railroad companies, setting forth the contracts for the same. [See § 168.

173. ADDITIONAL INQUIRIES.] § 7. The said commissioners may make and propound to such railroad companies any additional interrogatories, which shall be answered by such companies in the same manner as those specified in the foregoing section. [See § 165-6.

174. APPLIES TO OFFICERS OF ROAD.] § 8. Sections 6 and 7 of this act shall apply to the president, directors and officers of every railroad company now existing or which shall be incorporated or organized in this State, and to every lessee, manager and operator of any railroad within this State.

175. STATEMENT BY WAREHOUSEMAN.] § 9. It shall be the duty of every owner, lessee and manager of every public warehouse in this State to furnish in writing under oath, at such times as such Railroad and Warehouse Commissioners shall require and prescribe a statement concerning the condition and management of his business as such warehouseman. [See § 165-6.

176. REPORT BY COMMISSIONERS—EXAMINATION.] § 10. Such commissioners shall, on or before the first day of December, in each year, and oftener if required by the Governor to do so, make a report to the Governor of their doings for the preceding year, containing such facts, statements and explanations as will disclose the actual workings of the system of railroad transportation and warehouse business in their bearings upon the business and prosperity of the people of this State, and such suggestions in relation thereto as to them may seem appropriate, and particularly, first, whether in their judgment the railroads can be classified in regard to the rate of fare and freight to be charged upon them, and if so, in what manner; second, whether a classification of freight can also be made, and if so, in what manner. They shall also, at such times as the Governor shall direct, examine any particular subject connected with the condition and management of such railroads and warehouses, and report to him in writing their opinion thereon with their reasons therefor.

177. EXAMINATION OF RAILROADS AND WAREHOUSES—SUITS.] § 11. Said commissioners shall examine into the condition and management, and all other matters concerning the business of railroads and warehouses in this State, so far as the same pertain to the relation of such roads and warehouses to the public, and to the accommodation and security of persons doing business therewith; and whether such railroad companies and warehouses, their officers, directors, managers, lessees, agents and employes comply with the laws of this State now in force, or which shall hereafter be in force concerning them. And whenever it shall come to their knowledge, either upon complaint or otherwise, or they shall have reason to believe that any such law or laws have been or are being violated, they shall prosecute or cause to be prosecuted all corporations or persons guilty of such violation. In order to enable said commissioners efficiently to perform their duties under this act, it is hereby made their duty to cause one of their number, at least once in six months, to visit each county in the State, in which is or shall be located a railroad station, and personally inquire into the management of such railroad and warehouse business. [See § 165-6.

177a. WHEN BOARD TO INVESTIGATE CAUSE OF ACCIDENT ON RAILROAD—BRIDGE, ETC., OUT OF REPAIR—MANDAMUS—PROCEEDINGS BY ATTORNEY GENERAL.] § 11½. It shall be the duty of said Board of Commissioners to investigate the cause of any accident on any railroad resulting in the loss of life or injury to person or persons, which in their judgment shall require investigation, and the result of such investigation shall be reported upon in a special report to the Governor as soon after said accident as may be practicable, and also in the annual report of said commissioners. And it is hereby made the duty of the general superintendent or manager of each railroad in this State, to inform said board of any such accident immediately after its occurrence. Whenever it shall come to the knowledge of said board, by complaint or otherwise, that any railroad bridge or trestle, or any portion of the track of any railroad in this State is out of repair, or is in an unsafe condition, it shall be the duty of such board to investigate, or cause an investigation to be made, of the condition of such railroad bridge, trestle or track

and may employ such person or persons who may be civil engineer or engineers, as they shall deem necessary for the purpose of making such investigation, and whenever in the judgment of said board after such investigation it shall become necessary to rebuild such bridge, track or trestle or repair the same, the said board shall give notice and information in writing to the corporation of the improvements and changes which they deem to be proper and shall recommend to the corporation or person or persons owning or operating such railroad that it, or he, or they, make such repairs, changes or improvements, or rebuild such bridge or bridges on such railroad as the board shall deem necessary, to the safety of persons being transported thereon. And said board shall give such corporation or person or persons owning or operating said railroad an opportunity for a full and fair hearing on the subject of such investigation and recommendation. And said board shall, after having given said corporation or person or persons operating such railroad an opportunity for a full hearing thereon, if such corporation or person shall not satisfy said board that no action is required to be taken by it or them, fix a time within which such changes or repairs shall be made, or such bridges, tracks or culverts shall be rebuilt, which time the board may extend. It shall be the duty of the corporation, person or persons owning or operating said railroad to comply with such recommendations of said board as are just and reasonable. And the Supreme Court or the Circuit Court in any circuit, in which such railroad may be in part situated, shall have power in all cases of such recommendations by said board, to compel compliance therewith by mandamus. If any such corporation or person or persons owning or operating any such railroad shall, after such hearing, neglect or refuse to comply with the recommendation or recommendations of said board as to making any repairs, changes or improvements, on any bridge, track or trestle, or to rebuild any bridge within the time which shall be fixed by said board therefor, said board shall report such neglect or refusal, together with the facts in such case as said board shall find the facts to be, touching the necessity for such repairs, changes or rebuilding, to the Attorney General of the State of Illinois, who shall thereupon take such action as may be necessary to secure compliance with such recommendations of said board. In all actions or proceedings brought by the Attorney General to compel compliance with the recommendations of the board, the findings of the board shall be *prima facie* evidence of the facts therein stated, and the recommendations of the board shall be deemed *prima facie* just and reasonable. Nothing herein contained shall impair the legal liability of any railroad company for the consequence of its acts. And all existing remedies therefor are hereby saved to the people and to individuals. [Added by act approved June 16, 1887. In force July 1, 1887. L. 1887, p. 255.]

178. CANCELLATION OF WAREHOUSE LICENSES.] § 12. Said commissioners are hereby authorized to hear and determine all applications for the cancellation of warehouse licenses in this State which may be issued in pursuance of any laws of this State, and for that purpose to make and adopt such rules and regulations concerning such hearing and determination as may, from time to time, by them be deemed proper. And if, upon such hearing, it shall appear that any public warehouseman has been guilty of violating any law of this State concerning the business of public warehouseman, said commissioners may cancel and revoke the license of said public warehouseman, and immediately notify the officer who issued such license of such revocation and cancellation; and no person whose license as a public warehouseman shall be cancelled or revoked, shall be entitled to another license or to carry on the business in this State of such public warehouseman, until the expiration of six months from the date of such revocation and cancellation, and until he shall have again been licensed: *Provided*, that this section shall not be so construed as to prevent any such warehouseman from delivering any grain on hand at the time of such revocation or cancellation of his said license. And all licenses issued in violation of the provisions of this section shall be deemed null and void. [See § 122.]

179. POWER TO EXAMINE BOOKS, ETC.] § 13. The property, books, records, accounts, papers and proceedings of all such railroad companies, and all public warehousemen, shall at all times, during business hours, be subject to the examination and inspection of such commissioners, and they shall have

power to examine, under oath or affirmation, any and all directors, officers, managers, agents and employes of any such railroad corporation, and any and all owners, managers, lessees, agents and employes of such public warehouses and other persons, concerning any matter relating to the condition and management of such business.

180. MAY EXAMINE WITNESSES, ETC.] § 14. In making any examination as contemplated in this act, or for the purpose of obtaining information, pursuant to this act, said commissioners shall have the power to issue subpoenas for the attendance of witnesses, and may administer oaths. In case any person shall wilfully fail or refuse to obey such subpoena, it shall be the duty of the Circuit Court of any county, upon application of the said commissioners, to issue an attachment for such witness, and compel such witness to attend before the commissioners, and give his testimony upon such matters as shall be lawfully required by such commissioners; and the said court shall have power to punish for contempt, as in other cases of refusal to obey the process and order of such court.

181. PENALTY AGAINST WITNESSES.] § 15. Any person who shall wilfully neglect or refuse to obey the process of subpoena issued by said commissioners, and appear and testify as therein required, shall be deemed guilty of a misdemeanor, and shall be liable to an indictment in any court of competent jurisdiction, and on conviction thereof shall be punished for each offense by a fine of not less than \$25 nor more than \$500, or by imprisonment of not more than thirty days, or both, in the discretion of the court before which such conviction shall be had.

182. PENALTY AGAINST RAILROAD COMPANIES, WAREHOUSEMEN, ETC.] § 16. Every railroad company, and every officer, agent or employe of any railroad company, and every owner, lessee, manager or employe of any warehouse, who shall wilfully neglect to make and furnish any report required in this act, at the time herein required, or who shall wilfully and unlawfully hinder, delay, or obstruct said commissioners in the discharge of the duties hereby imposed upon them, shall forfeit and pay a sum of not less than \$100 nor more than \$5,000 for each offense, to be recovered in an action of debt in the name and for the use of the People of the State of Illinois; and every railroad company, and every officer, agent or employe of any such railroad company, and every owner, lessee, manager, or agent or employe of any public warehouse, shall be liable to a like penalty for every period of ten days it or he shall wilfully neglect or refuse to make such report.

183. ATTORNEY GENERAL AND STATE'S ATTORNEY TO PROSECUTE SUITS.] § 17. It shall be the duty of the Attorney General, and the State's attorney in every circuit or county, on the request of said commissioners, to institute and prosecute any and all suits and proceedings which they, or either of them, shall be directed by said commissioners to institute and prosecute for a violation of this act, or any law of this State concerning railroad companies or warehouses, or the officers, employes, owners, operators or agents of any such companies or warehouses.

184. IN NAME OF PEOPLE—PAY—QUI TAM ACTIONS.] § 18. All such prosecutions shall be in the name of the People of the State of Illinois, and all moneys arising therefrom shall be paid into the State treasury by the sheriff or other officer collecting the same; and the State's attorney shall be entitled to receive for his compensation, from the State treasury, on bills to be approved by the Governor, a sum not exceeding ten per cent. of the amount received and paid into the State treasury as aforesaid: *Provided*, this act shall not be construed so as to prevent any person from prosecuting any *qui tam* action as authorized by law, and of receiving such part of the amount recovered in such action as is or may be provided under any law of this State.

185. RIGHTS OF INDIVIDUALS SAVED.] § 19. This action shall not be so construed as to waive or affect the right of any person, injured by the violation of any law in regard to railroad companies or warehouses, from prosecuting for his private damages in any manner allowed by law.

AN ACT to provide that the Railroad and Warehouse Commission may keep and use a common seal for the authentication of its acts, records and proceedings. [Approved June 19, 1891, in force July 1, 1891. L. 1891, p. 185.]

185a. SEAL—HOW RECORDS, ETC., AUTHENTICATED.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That the Railroad and Warehouse Commission of this State may, for the authentication of its records, process and proceedings, adopt, keep and use a common seal, of which seal judicial notice shall be taken in all courts of this State; and any process, writ, notice or other paper which the said commission may be authorized by law to issue, shall be deemed sufficient if signed by the secretary of said commission and authenticated by such seal; and all acts, orders, proceedings, rules of inspection, entries, minutes, schedules and records of said commission may be proved in any court of this State by a copy thereof, certified to by the secretary of said commission, with the seal of said commission attached.

STATE WEIGH-MASTER.

AN ACT to provide for the appointment of State Weigh-Masters. [Approved June 23, 1883. In force July 1, 1883. L. 1883, p. 172.]

186. WEIGH-MASTER—APPOINTMENT OF.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That there shall be appointed by the Railroad and Warehouse Commissioners in all cities where there is State inspection of grain, a State weigh-master and such assistance as shall be necessary.

187. DUTIES OF.] § 2. Said State weigh-master and assistants shall, at the places aforesaid, supervise and have exclusive control of the weighing of grain and other property which may be subject to inspection, and the inspection of scales and the action and certificate of such weigh-master and assistants in the discharge of their aforesaid duties shall be conclusive upon all parties in interest.

188. FIX FEES.] § 3. The Board of Railroad and Warehouse Commissioners shall fix the fees to be paid for the weighing of grain or other property, which fees shall be paid equally by all parties interested in the purchase and sale of the property weighed, or scales inspected and tested.

189. WEIGH-MASTER—QUALIFICATIONS—BOND—COMPENSATION.] § 4. Said State weigh-master and assistants shall not be a member of any board of trade or association of like character; they shall give bonds in the sum of five thousand dollars (\$5,000), conditioned for the faithful discharge of their duties, and shall receive such compensation as the Board of Railroad and Warehouse Commissioners shall determine.

190. MAY ADOPT RULES.] § 5. The Railroad and Warehouse Commissioners shall adopt such rules and regulations for the weighing of grain and other property as they shall deem proper.

191. NEGLECT OF DUTY—PENALTY.] § 6. In case any person, warehouseman or railroad corporation, or any of their agents or employes, shall refuse or prevent the aforesaid State weigh-master or either of his assistants from having access to their scales, in the regular performance of their duties in supervising the weighing of any grain or other property in accordance with the tenor and meaning of this act, they shall forfeit the sum of one hundred dollars (\$100) for each offense, to be recovered in an action of debt, before any justice of the peace, in the name of the People of the State of Illinois; such penalty or forfeiture to be paid to the county in which the suit is brought, and shall also be required to pay all costs of prosecution.

WEIGHING GRAIN IN BULK BY RAILROAD COMPANY.

AN ACT relating to the receipt, shipment, transportation and weighing of grain in a bulk by railroad companies. [Approved June 15, 1887. In force July 1, 1887. L. 1887, p. 253.]

192. ROAD RECEIVING FOR TRANSPORTATION SHALL FURNISH SUITABLE APPLIANCES FOR WEIGHING, ETC.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That in all counties of the third class, and in all cities having not less than 50,000 inhabitants, where bulk grain, and millstuffs or seeds are delivered by any railroad transporting the same from initial points to another road for transportation to other points, such road or roads receiving the same for transportation to said points or connections leading thereto, shall provide suitable appliances for unloading, weighing and transferring such property from one car to another without mixing or in any way changing the identity of the property so transferred, and such property shall be accurately weighed in suitably covered hopper scales, which will determine the actual net weight of the entire contents of any earload of grain, millstuffs or seeds at a single draft, without gross or tare, and which weights shall always be given in the receipts or bills of lading and used as the basis of any freight contracts affecting such shipments between such railroad companies and the owners, agents or shippers of such grain, millstuffs or seeds so transported and transferred.

193. WHERE ORIGINAL CAR RUNS THROUGH WITHOUT TRANSFER.] § 2. The practice of loading grain, millstuffs or seeds into foreign or connecting-line cars at the initial point from which the grain, millstuffs or seeds are originally shipped, or the running of the original car through without transfer, shall not relieve the railroad making the contract to transport the same to its destination or connection leading thereto, from weighing and transferring such property in the manner aforesaid, unless the shipper, owner or agent of such grain, millstuffs or seeds shall otherwise order or direct.

194. LIABILITY OF RAILROAD COMPANY FOR NEGLECT OR FAILURE—PROCEEDINGS.] § 3. Any railroad company neglecting or refusing to comply promptly with any and all of the requirements of either sections 1 or 2 of this act, shall be liable in damages to the party interested, to be recovered by the party damaged in an action of assumpsit, and such party may proceed by mandamus against any railroad company so refusing or neglecting to comply with the requirements of this act; and if the shipper, owner or agent of any such grain, millstuffs or seeds shall fail or neglect to proceed by mandamus, it shall then be the duty of the Railroad and Warehouse Commissioners of this State, upon complaint of the party or parties interested, to proceed against the railroad failing or refusing to comply with the provisions of this act; and all the powers heretofore conferred by law upon the Board of Railroad and Warehouse Commissioners of this State, shall be applicable in the conduct of any legal proceeding commenced by such commissioners under this act.

195. PENALTY, HOW RECOVERED.] § 4. Any railroad company so refusing or neglecting as aforesaid, shall be liable to a penalty of not less than \$100 nor more than \$500 for each neglect or refusal as aforesaid, to be recovered in an action of assumpsit in the name of the People of the State of Illinois for the use of the county in which such act or acts of neglect or refusal shall occur, and it shall be the duty of the Railroad and Warehouse Commissioners to cause prosecutions for such penalties to be instituted and prosecuted.

TO INCREASE THE POWERS OF RAILROAD CORPORATIONS.

AN ACT for an act to increase the powers of railroad corporations. [Approved June 30, 1885. In force July 1, 1885. L. 1885.]

196. CONSOLIDATION OF RAILROAD CORPORATIONS.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That all railroad companies now organized, or hereafter to be organized, under the laws of this State, which now are, or hereafter may be in possession of, and

operating in connection with, or extension of their own railway lines, any other railroad or railroads, in this State or in any other state or states, or owning and operating a railroad which connects at the boundary line of this State with a railroad in another state, are hereby authorized and empowered to purchase and hold in fee simple or otherwise, and to use and enjoy the railway property, corporate rights and franchises of the company or companies owning such other road or roads, up in such terms and conditions as may be agreed upon between the directors, and approved by the stockholders owning not less than two-thirds in amount of the capital stock of the respective corporations becoming parties to such purchase and sale: such approval may be given at any annual or special meeting, upon sixty days' notice being given to all shareholders, of the question to be acted on, by publication in some newspaper published in the county where the principal business office of the corporation is situated: *Provided*, that notice of any special meeting called to act upon such question, shall be given to each shareholder whose postoffice address is known, by depositing in the postoffice, at least thirty days before the time appointed for such meeting, a notice properly addressed and stamped, signed by the secretary of the company, stating the time, place and object of such meeting: *And provided further*, that no railroad corporation shall be permitted to purchase any railroad which is a parallel or competing line with any line owned or operated by such corporation.

197. CONSOLIDATED COMPANY—BODY CORPORATE—POWER OF—ILLINOIS CENTRAL.] § 2. Any railroad company now organized or hereafter to be organized under the laws of this State, shall have power from time to time to borrow such sums of money as may be necessary for the funding of its indebtedness, paying for constructing, completing, improving or maintaining its lines of railroad, and to issue bonds therefor, and to mortgage its corporate property, rights, powers, privileges and franchises, including the right to be a corporation, to secure the payment of any debt contracted for such purposes, and to increase its capital stock to any amount required for the purposes aforesaid, not exceeding the cost of the roads and works owned or constructed and equipped by it; such increase of capital stock to be made in such manner and in accordance with and subject to such regulations, preferences, privileges and conditions as the company at any general or special meeting of its shareholders, held at the time such creation of new shares may be authorized, shall think fit: *Provided*, that no stock or bonds shall be issued, except for money, labor or property actually received and applied to the purposes for which such corporation was created: nor shall the capital stock be increased for any purpose except upon giving sixty days' public notice in the manner provided in the first section of this act: *And, provided further*, that nothing contained in this act shall be held or construed to alter, modify, release or impair the rights of this State as now reserved to it in any railroad charter heretofore granted, or to affect in any way the rights or obligations of any railroad company derived from, or imposed by such charter: *And, provided further*, that nothing herein contained shall be so construed as to authorize or permit the Illinois Central Railroad Company to sell the railway constructed under its charter, approved February 10, 1851, or to mortgage the same, except subject to the rights of the State under its contract with said company, contained in its said charter, or to dissolve its corporate existence, or to relieve itself or its corporate property from its obligations to this State, under the provisions of said charter: nor shall anything herein contained be so construed as to in any manner relieve or discharge any railroad company, organized under the laws of this State, from the duties or obligations imposed by virtue of any statute now in force or hereafter enacted: *And, provided further*, that nothing in this act shall be so construed as to authorize any corporation, other than those organized in and under the laws of this State, to purchase or otherwise become the owner, owners, lessee or lessees of any railroad within this State.

REDEMPTION OF DRAWBACK CHECKS.

AN ACT to regulate and enforce the redemption of drawback checks issued by railroad corporations. [Approved June 1, 1889. In force July 1, 1889. L. 1889, p. 225.]

198. DRAWBACK CHECK—REDEMPTION OF.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That where any railroad corporation issues or causes to be issued or delivered, by a conductor or other authorized agent, what is known as a drawback check to any passenger on account of the over-payment of cash fare by such passenger for transportation over any part of such railroad, such drawback check shall be redeemed by said corporation upon its presentation by the holder at any ticket office of such corporation, within ten years after such drawback check may have been issued; and upon refusal of the agent of such corporation in charge of such ticket office to redeem the same upon such presentation, the holder of such drawback check may maintain an action against such corporation in any court of competent jurisdiction for the recovery of the amount of money stipulated in such drawback check, together with costs of suit and a reasonable attorney's fee, to be fixed by the court where the cause is heard, on appeal or otherwise, and taxed as a part of the costs of suit.

199. THE TERM "RAILROAD CORPORATION."] § 2. The term railroad corporation contained in this act shall be deemed and taken to include all companies, lessees, contractors, persons or associations of persons, whether incorporated or otherwise owning, operating or using any railroads in this State.

STEALING JOURNAL BEARINGS, ETC.

AN ACT to punish the crime of stealing or malicious removal of journal bearings, fixtures or attachments from locomotives, tenders, freight or passenger cars. [Approved June 1, 1889. In force July 1, 1889. L. 1889, p. 115.]

200. REMOVAL OF JOURNAL BEARINGS, ETC.—PENALTY.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That any person or persons who shall remove, take, steal, change, add to, take from, or in any manner interfere with any journal bearings or brasses, or any of the parts or attachments of any locomotive, tender or cars or any fixture or attachment belonging to, connected with, or used in operating any locomotive, tender or car owned, leased or used by any railroad or transportation company in this State, shall be subject to punishment by imprisonment in the penitentiary not less than one, nor more than five years, in the discretion of the court or jury before whom the cause is tried: *Provided*, that upon a plea of guilty being entered, the court may fix the penalty prescribed herein: *Provided, further*, that if the removal of such journal bearings or brasses, fixtures or attachments as aforesaid, shall be the cause of wrecking any train, locomotive or other car in this State whereby the life or lives of any person or persons shall be lost as a result of the felonious or malicious stealing, interfering with, or removal of the fixtures aforesaid, the person or persons found guilty thereof shall be liable for murder as in other cases. [For punishment for malicious mischief, see Criminal Code, ch. 38, § 8.]

RELOCATION OF RAILROAD TO RUN THROUGH COUNTY SEAT.

AN ACT to enable any railroad company whose main line runs near to any county seat to change and relocate such line so as to run through such county seat. [Approved May 5, 1891, in force July 1, 1891, p. 183.]

201. RELOCATION OF RAILROAD—COUNTY SEAT.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That each and every railroad corporation organized in this State, or doing business therein, which has a branch of its railway running through any county seat, and is compelled by law to run all trains passing over the line used by it as its main line upon and over said branch to such county seat, be and it is

hereby authorized to relocate and change the line used by it as its main line of railway and bring it into or through such county seat, so that all trains running over said main line shall pass into or through such county seat on said main line and stop thereat to receive and let off passengers and to put on and take off freight.

202. RELOCATION—RUNNING TRAIN—MAIN LINE—DEPOT.] § 2. Whenever any railroad corporation shall have relocated and changed the line used by it as its main line of railway, as provided in section one of this act, and shall run all trains over said main line when relocated into or through such county seat, it shall not be required, notwithstanding the decision of any court of this State heretofore rendered, to run any train or trains passing over the line used by it as its main line upon or over any part of said branch into said county seat: *Provided, however,* it shall be the duty of any such railroad corporation desiring to avail itself of the provisions of this act to so relocate its main line of railroad as to bring the same as near to the business center of such county seat as such branch of its railroad is now located, and such railroad corporation upon its main line so relocated shall build, erect and maintain a good and sufficient depot as near to the business center of such county seat as the depot which may now be located on such branch of its railway, and at such depot on said relocated main line of railroad all trains shall stop to receive and let off passengers and to put on and take off freight.

Any railroad company accepting the provisions of this act shall abandon its right of way and remove its tracks over that portion of its main line between the point where said relocated line leaves the main line as now located and the point where said main line as now located intersects its said branch line as now located, and any railroad company accepting the provisions of this act shall file in the office of the recorder of the county where such change is made, a map showing in detail the portion of the lines and tracks abandoned and of the new line as relocated, and such recorder shall record such map.

203. ACCEPTING PROVISIONS OF ACT—TO MAINTAIN DEPOT, ETC.] § 3. Any railroad corporation accepting the provisions of this act and relocating a portion of its main line under the provisions thereof, shall forever maintain its depot and operate its main line as relocated.

204. POWER OF CORPORATION MAKING CHANGE—CONDEMNATION.] § 4. Every such corporation making the change in the line used by it as its main line provided for in section one of this act is hereby vested with full power and authority to acquire lands necessary for the right of way and depot purposes for the purpose of making such change in its line and for establishing the necessary depots thereon; and if it is unable to obtain such lands by purchase it may acquire them in the manner and under the conditions provided by the act to provide for the exercise of the right of eminent domain.

RAILROAD CROSSINGS.

AN ACT in relation to the crossing of one railway by another, and to prevent danger to life and property from grade crossings. [Approved May 27, 1889. In force July 1, 1889. L. 1889, p. 223.]

205. THE CROSSING OF ONE RAILROAD BY ANOTHER.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That hereafter any railroad company desiring to cross with its tracks the main line of another railroad company, shall construct the crossing at such place and in such manner as will not unnecessarily impede or endanger the travel or transportation upon the railway so crossed. If in any case objection be made to the place or mode of crossing proposed by the company desiring the same, either party may apply to the Board of Railroad and Warehouse Commissioners, and it shall be their duty to view the ground and give all parties interested an opportunity to be heard. After full investigation and with due regard to safety of life and property, said board shall give a decision prescribing the place where and the manner in which said crossing shall be made, but in all cases the compensation to be paid for property actually required for

the crossing and all damages resulting therefrom, shall be determined in the manner provided by law in case the parties fail to agree.

206. EXPENSE OF CONSTRUCTION OF CROSSING.] § 2. The railroad company seeking the crossing shall in all cases bear the entire expense of the construction thereof, including all costs and incidental expenses incurred in the investigation by the Board of Railroad and Warehouse Commissioners.

AN ACT to protect persons and property from danger at the crossings and junctions of railroads by providing a method to compel the protection of the same. [Approved June 2, 1891; in force July 1, 1891. L. 1891, p. 181.]

207. PROTECTING CROSSINGS—INTERLOCKING OR OTHER SAFETY DEVICES.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That in every case where the main tracks of two or more railroads cross at a grade in this State, any company owning or operating any one of such tracks, whose managers may desire to unite with others by protecting such crossings with interlocking or other safety devices, may file with the Railroad and Warehouse Commission a petition stating the facts of the situation, and asking said Railroad and Warehouse Commission to order such crossing to be protected by interlocking signals, devices and switches, or other safety appliances. Said petition shall be accompanied by a plat showing the location of all tracks: and upon the filing thereof, notice shall be given to each other company or person owning or operating any track involved in such crossing, and the said Railroad and Warehouse Commission shall thereupon view the site of such crossing, and shall, as soon as practicable, appoint a time and place for the hearing of such petition.

208. WHEN GRADE CROSSING DANGEROUS—POWER OF COMMISSION—PETITION.] § 2. If the said Railroad and Warehouse Commission shall from information obtained in any manner, have cause to believe that any such grade crossing, as described in section one of this act, is dangerous to the public or to persons operating trains, and requires protection, then it shall be the duty of the said commission, without any petition, and of its own motion, to cite the several companies or persons owning or operating the railway tracks forming such crossing, to come before said commission at such time and place as may be named, and show cause why they should not be required to provide such crossing with interlocking or other safety appliances.

209. COMMISSION TO HEAR PETITION—INTERLOCKING SIGNALS, ETC.—COST.] § 3. At the time and place named for hearing under any petition filed in pursuance of section one of this act, or in any citation issued in pursuance of section two thereof, unless the hearing is for good cause continued, said Railroad and Warehouse Commission shall proceed to try the question whether or not the crossing shall be protected by interlocking, or otherwise, and shall give to all companies and parties interested an opportunity to be fully heard, and said commission shall, after such hearing, enter an order upon a record book or docket to be kept for the purpose, denying the petition or discharging the citation, if the protection of such crossing as proposed is deemed unnecessary, or, if said commission shall be of opinion, from the evidence and facts produced, that the public good requires that such crossing be protected, then the commission shall enter an order prescribing an interlocking device or equipment for such crossing, in case the companies interested cannot agree upon a device, in which order shall be specified the kind of machine to be used, the switches, signals and other devices or appliance to be put in, and the location thereof, and all other matters which may be deemed proper for the efficient protection of such crossing, and said commission shall further designate, in such order, the proportion of the cost of the construction of such plant, and of the expense of maintaining and operating the same, which each of the companies or persons concerned shall pay. In case, however, one railroad company shall hereafter seek to cross at grade with its track or tracks, the track or tracks of another railroad company, and the Railroad and Warehouse Commission shall determine that interlocking or other safety appliance shall be put in, the railroad company seeking to cross at grade shall be compelled to pay all cost of such appliances, together with the expense of putting them in and the future maintenance thereof.

210. COMMISSION TO INSPECT PLANT—MAY ISSUE PERMIT TO RUN CROSSING WITHOUT STOPPING.] § 4. It shall be the duty of every railroad company or person owning or operating any track involved in any such crossing to comply with and carry out fully, or unite with the others in doing so, any order of the said Railroad and Warehouse Commission made in pursuance of any proceeding instituted or had under this act, such work to be completed within ninety days after such order is made, unless the Railroad and Warehouse Commission shall, for good cause shown, extend the time; and when any such plant shall have been completed and made ready for use, it shall be the duty of the companies or persons concerned to notify the said Railroad and Warehouse Commission thereof, whereupon said commission shall inspect, or cause to be inspected, the said completed plant in the same manner as is now provided in the act upon that subject, approved June 3, 1887: and if, upon said inspection, the said plant is deemed to be well constructed and suitable and sufficient for the purpose, the said Railroad and Warehouse Commission shall issue a permit empowering the several companies or persons owning or operating the tracks involved therein to run such crossing without stopping, under such rules and regulations as may be in force, or may thereafter be adopted by the said commission, any law now in force upon the subject of stopping trains at railway crossings to the contrary notwithstanding.

211. PENALTY FOR NOT COMPLYING WITH ORDER.] § 5. Any company, person or corporation refusing or neglecting to comply with any order made by the said Railroad and Warehouse Commission in pursuance of this act, shall forfeit and pay a penalty of \$200 for each week of such refusal and neglect, the same to be recovered in an action of debt in the name of the People of the State of Illinois, and to be paid, when collected, into the county treasury of any county where any such suit may be tried.

212. EXPENSES—HOW PAID.] § 6. All expenses incurred in any proceeding under this act shall be paid by the railway companies concerned, in equal portions, upon bills to be rendered by the secretary of said commission.

213. WHAT A CROSSING WITHIN MEANING OF ACT.] § 7. Every junction of two or more railroad tracks, whether the tracks joining each other are owned by different companies or by the same company, shall be taken and deemed to be a crossing within the meaning of this act: *Provided*, that this section shall not apply to switch, spur or side tracks.

INDEX.

A	PAGE.
Accidents in Illinois.....	126 to 129 inc
Atchison, Topeka & Santa Fé Co.— Officers of.....	237
Average daily compensation of employes.....	96 to 99 inc
B	
Baltimore & Ohio & Chicago Railroad Co.— Officers and directors of.....	238
Baltimore & Ohio Railroad Co.— Officers and directors of.....	238
Baltimore & Ohio Southwestern Railroad Co.— Officers and directors of.....	239
Belleville & Carondelet Railroad Co.— Officers and directors of.....	315
Belleville & Eldorado Railroad Co.— Officers and directors of.....	315
Belleville & Southern Illinois Railroad Co.— Officers and directors of.....	316
Belt Railway of Chicago— Officers and directors of.....	240
Blue Island Railroad Co.— Officers and directors of.....	280
C	
Calumet River Railway Co.— Officers and directors of.....	307
Carbondale & Shawneetown Railroad Co.— Officers and directors of.....	318
Centralia & Chester Railroad Co.— Officers and directors of.....	241
Chicago & Alton Railroad Co.— Officers and directors of.....	242
Chicago & Calumet Terminal Railway Co.— Officers and directors of.....	244
Chicago & Eastern Illinois Railroad Co.— Officers and directors of.....	245
Chicago & Erie Railroad Co.— Officers and directors of.....	246
Chicago & Grand Trunk Railway Co.— Officers and directors of.....	247
Chicago & Illinois Southern Railroad Co.— Officers and directors of.....	249
Chicago & Indiana State Line Railroad Co.— Officers and directors of.....	250
Chicago & Iowa Railroad Co.— Officers and directors of.....	258
Chicago & Northwestern Railway Co.— Officers and directors of.....	251
Chicago & Northern Pacific— List of officials.....	252 & 253
Chicago & Springfield Railroad Co.— Officers and directors of.....	283
Chicago & South Side Rapid Transit Co.— Officers and directors of.....	254
Chicago & State Line Railroad Co.— Officers and directors of.....	303
Chicago & Texas Railroad Co.— Officers and directors of.....	255

	PAGE.
Chicago & Western Indiana Railroad Co.—	
Officers and directors of.....	332
Chicago, Burlington & Northern Railroad Co.—	
Officers and directors of.....	256
Chicago, Burlington & Quincy Railroad Co.—	
Officers and directors of.....	257
Chicago Great Western Railway Co.—	
Officers and directors of.....	263
Chicago, Havana & Western Railroad Co.—	
Officers and directors of.....	281
Chicago, Lake Shore & Eastern Railroad Co.—	
Officers and directors of.....	264
Chicago, Madison & Northern Railroad Co.—	
Officers and directors of.....	282
Chicago, Milwaukee & St. Paul Railway Co.—	
Officers and directors of.....	265
Chicago, Paducah & Memphis Railroad Co.—	
Officers and directors of.....	266
Chicago, Peoria & St. Louis Railway Co.—	
Officers and directors of.....	267
Chicago, Rock Island & Pacific Railway Co.—	
Officers and directors of.....	269
Chicago, St. Louis & Paducah Railway Co.—	
Officers and directors of.....	317
Chicago Union Transfer Co.—	
Officers and directors of.....	271
Chief Grain Inspector, report of.....	135 to 161 inc.
Classification of railroad and mileage.....	42 to 47 inc.
Classification of freight traffic in Illinois.....	86 to 91 inc.
Cleveland, Cincinnati, Chicago & St. Louis Railway Co.—	
Officers and directors of.....	272
Commission, report of the.....	3 to 8 inc.
Consumption of fuel by locomotives.....	119 to 125 inc.
Consulting Engineers, report of the.....	13 to 19 inc.
Crossings equipped with interlocking and signaling devices.....	20 to 23 inc.
D	
Depue, Ladd & Eastern Railroad Co.—	
Officers and directors of.....	275
Description of equipment, whole line.....	100 to 110 inc.
E	
Earnings and income in Illinois.....	66 to 73 inc.
East St. Louis & Carondelet Railway Co.—	
Officers and directors of.....	327
East St. Louis Connecting Railway Co.—	
Officers and directors of.....	276
Elgin, Joliet & Eastern Railway Co.—	
Officers and directors of.....	277
Employés, number of, in Illinois.....	92 to 95 inc.
Employés, average daily compensation of.....	96 to 99 inc.
Englewood Connecting Railway Co.—	
Officers and directors of.....	312
Equipment, description of, whole line.....	100 to 110 inc.
Expenditures in Illinois.....	74 to 76 inc.
F	
Financial statement.....	9 & 10
Fuel, consumption of, by locomotives.....	119 to 125 inc.
Fulton County Narrow Gauge Railway Co.—	
Officers and directors of.....	278
G	
Gadsburg & Rio Railroad Co.—	
Officers and directors of.....	259
General expenditures in Illinois.....	77 to 80 inc.
Grain Inspection Department—	
Report of Chief Grain Inspector.....	135 to 161 inc.
Report of Warehouse Registrar.....	165 to 197 inc.
Grand Trunk Junction Railway Co.—	
Officers and directors of.....	218

I	PAGE.
Income account, whole line.....	54 to 65 inc.
Illinois Central Railway Co.—	
Officers and directors of.....	279
Illinois Valley & Northern Railway Co.—	
Officers and directors of.....	260
Indiana, Decatur & Western Railway Co.—	
Officers and directors of.....	287
Indiana, Illinois & Iowa Railroad Co.—	
Officers and directors of.....	288
Interlocking devices, statutory provision and rules governing same.....	205 to 213 inc.
Interlocking devices, crossings equipped with.....	20 to 23 inc.
Iowa Central Railway Co.—	
Officers and directors of.....	289
J	
Jacksonville, Louisville & St. Louis Railway Co.—	
Officers and directors of.....	290
Joliet & Chicago Railroad Co.—	
Officers and directors of.....	243
Joliet & Northern Indiana Railroad Co.—	
Officers and directors of.....	300
K	
Kankakee & Seneca Railway Co.—	
Officers and directors of.....	273
Kankakee & Southwestern Railroad Co.—	
Officers and directors of.....	284
L	
Lake Erie & Western Railway Co.—	
Officers and directors of.....	291
Lake Street Elevated Railroad Co.—	
Officers and directors of.....	294
Lake Shore & Michigan Southern Railroad Co.—	
Officers and directors of.....	293
LaSalle & Bureau County Railroad Co.—	
Officers and directors of.....	295
List of railroad officials.....	237 to 332 inc.
Litchfield, Carrollton & Western Railway Co.—	
Officers and directors of.....	268 & 292
Louisville, Evansville & St. Louis Consolidated Railroad Co.—	
Officers and directors of.....	297
M	
Metropolitan West Side Elevated Railway—	
Officers and directors of.....	298
Michigan Central Railroad Co.—	
Officers and directors of.....	299
N	
New York, Chicago & St. Louis Railroad Co.—	
Officers and directors of.....	302
Number of employes in Illinois and salaries.....	92 to 95 inc.
P	
Passenger and freight traffic in Illinois.....	82 to 85 inc.
Pawnee Railroad Co.—	
Officers and directors of.....	304
Pennsylvania Co., operating South Chicago & Southern Railroad Co.—	
Officers and directors of.....	306
Pennsylvania Co., lessee Pittsburgh, Ft. Wayne & Chicago Railway Co.—	
Officers and directors of.....	305
Peoria & Bureau Valley Railroad Co.—	
Officers and directors of.....	270
Peoria & Eastern Railway Co.—	
Officers and directors of.....	274
Peoria, Decatur & Evansville Railway Co.—	
Officers and directors of.....	309

	PAGE
Pittsburgh, Cincinnati, Chicago & St. Louis Railway Co.—	
Officers and directors of.....	311
Peoria & Pekin Union Railway—	
Officers and directors of.....	308
Peoria Terminal Railroad Co.—	
Officers and directors of.....	310
Pre-emption Eastern Railroad Co.—	
Officers and directors of.....	310

Q

Quincy, Alton & St. Louis Railway Co.—	
Officers and directors of.....	261
Quincy, Omaha & Kansas City Ry. Co.—	
Officers and directors of.....	312

R

Rails, ties, ballast, bridges, etc.....	111 to 118 inc.
Railroad laws of Illinois.....	351 to 404 inc.
Railway capital.....	48 to 53 inc.
Railroad officials, list of.....	237 to 332 inc.
Rantoul Railroad Co.—	
Officers and directors of.....	285
Report of Chief Grain Inspector.....	135 to 161 inc.
Report of the Commission.....	1 to 8 inc.
Report of Consulting Engineers.....	43 to 49 inc.
Report of Warehouse Registrar.....	165 to 197 inc.
Revision of classification.....	IX
Rock Island & Peoria Railway Co.—	
Officers and directors of.....	313
Rules governing grain department.....	219 to 233 inc.
Rules of practice.....	200 to 213 inc.
Rules of practice, in crossing and interlocking cases.....	214 to 218 inc.

S

St. Louis & Cairo Railroad, operated by Mobile & Ohio Railroad Co.—	
Officers and directors of.....	301
St. Louis & Eastern Railway Co.—	
Officers and directors of.....	321
St. Louis & Peoria Railway Co.—	
Officers and directors of.....	323
South Chicago Railroad Co.—	
Officers and directors of.....	286
South Chicago & Southern Railroad Co.—	
Officers and directors of.....	307
Southeast & St. Louis Railway Co.—	
Officers and directors of.....	296
St. Louis, Alton & Terre Haute Railroad Co.—	
Officers and directors of.....	314
St. Louis, Belleville and Southern Ry. Co.—	
Officers and directors of.....	319
St. Louis Bridge Co.—	
Officers and directors of.....	325
St. Louis, Chicago & St. Paul Railway Co.—	
Officers and directors of.....	319
St. Louis, Indianapolis & Eastern Railroad Co., operating and owning Indiana & Illinois Southern Railroad—	
Officers and directors of.....	320
St. Louis Merchants' Bridge Terminal Railway Co.—	
Officers and directors of.....	322
St. Louis, Rock Island & Chicago Railway Co.—	
Officers and directors of.....	262
St. Louis Southern Railroad Co.—	
Officers and directors of.....	318
St. Louis, Vandalia & Terre Haute Railroad Co.—	
Officers and directors of.....	326

T

Tables—	
Tabulated statistics.....	27 to 40 inc.
Statistical tables.....	41 to 131 inc.
Taxes paid in Illinois.....	130 to 131 inc.
Terminal Railroad Association of St. Louis	
Officers and directors of.....	324
Terre Haute & Indianapolis Railroad Co., lessee of St. Louis, Vandalia & Terre Haute Railroad Co.—	
Officers and directors of.....	326 & 327

	PAGE.
Lessee—Terre Haute & Peoria Railroad Co.—	
Officers of	328
Toledo, Peoria & Western Railway Co.—	
Officers and directors of	328
Toledo, St. Louis & Kansas City Railroad Co.—	
Officers and directors of	329
W	
Wabash Railroad Co.—	
Officers and directors of	330
Wabash, Chester & Western Railway Co.—	
Officers and directors of	331
Warehouse Registrar, report of	165
Wisconsin Central Co.—	
Officers and directors of	331

APPENDIX.

	PAGE.
Complaints, petitions, etc.—	
Vance, et al., vs. Chicago, Paducah & Memphis Co	235
Millers' Association of Illinois vs. The Railway Companies of Illinois.....	237
Chicago Live Stock Exchange vs. Chicago & N. W. et al.....	341
The C. & A. Ry. Co. vs. The Alton Ry. & Illuminating Co.....	342
Interlocking—	
Ill. Cent. Ry. Co. vs. W. C. & W. Ry. Co	347



